



**SETTLEMENT HISTORY
OF
PEEL**

THE REGIONAL MUNICIPALITY OF PEEL

\$ 5.00

SETTLEMENT HISTORY
OF
PEEL

PE ALLEN, M.C.I.P.
COMMISSIONER OF PLANNING

POLICY DIVISION
R.M. MOSKAL, M.C.I.P.
DIRECTOR PLANNING POLICY
JANUARY, 1977

TABLE OF CONTENTS

	<u>Page</u>
Preface	i
Introduction	1
PART I: Natural History	5
PART II: The Native Population	10
PART III: The New View of the Land	15
PART IV: The Development of Local Government in Peel	22
PART V: The Development of Modern Peel	27
PART VI: From County to Region	37
PART VII: Conclusion	40
APPENDIX I: A Guide to the Participant (of Materials)	1
APPENDIX II: A Guide to the Participant (of Local Resources)	1

LIST OF FIGURES

- (i) Plan of the Tract of Land Purchased from the Mississauga Indians 1805
- (ii) The Mississauga Second Purchase -- 1818
- (iii) The Province of Upper Canada Showing the Original Districts of 1788
- (iv) The Province of Upper Canada Showing the Districts in 1802
- (v) The Province of Upper Canada Showing the Original Counties 1793
- (vi) The Province of Upper Canada Showing the Districts in 1836
- (vii) The Province of Canada West Showing the 20 Districts in 1849
- (viii) County of Peel (showing townships) 1820
- (ix) County of Peel 1867
- (x) The United Counties of York, Peel and Ontario, 1850
- (xi) Peel County 1880
- (xii) Development in Peel, 1960
- (xiii) Development in Peel, 1975
- (xiv) County of Peel, 1967
- (xv) Regional Municipality of Peel, January 1, 1974
- (xvi) Region of Peel, January 1, 1974

INTRODUCTION

This Report provides historical background on the traditions and settlement pattern of Peel as a supplement to the Regional Identity statement submitted to Planning Committee and Council.

Planning staff, in recommending a future identity for Peel, recognize that the "creation" of a Regional Identity depends to a large degree on how well we know what we are now and what we have been. Consideration for example, of the role of Brampton, Caledon and Mississauga within the Regional structure necessitates an understanding of the historical roles that these communities have played in Peel County. Similarly Peel's relationship to Metro and indeed the whole Toronto-Centred Region should evolve out of a knowledge of past relationships and how these developed in the context of southern Ontario's century and a half of growth.

History shows, for example, that this is not the first generation to view transportation links within and between Peel and its neighbours as a concern of importance. Indeed, bridges across the Credit, in order to assist east-west movement, were discussed at length prior to 1800.

On matters dealing with the economy, Regional staff is suggesting a more self-sufficient base for the future development of Peel. The Region's dependence on Metro is a matter of some concern today, yet that dependency link has developed for over a century and is tied to the changing role of settlement, agriculture, industry and transportation in Peel.

Proposing a Regional Identity is not an easy task. Yet it is a challenge that has to be accepted in formulating a Regional Official Plan. The Plan, when it is prepared, is to be based on an image that we have of Peel - an image that reflects the

direction this Region should take in fulfilling the aspirations of those who already have an interest in Peel and those who will have an interest in Peel in the future.

The background report on settlement patterns in Peel provides the context within which future growth and development, as expressed in the Plan, will occur. At the same time, this Report suggests that Peel and its constituent municipalities have a very rich history which in no small way is part of this Identity of the Region and hence assists in describing the "image" of ourselves.

Officially this Report is an integral component of the Regional Identity and serves as a backdrop to the development of the Official Plan. Yet if that were all this report intended it surely will miss its mark and be relegated to an "appendix" position in the final document.

An Official Plan cannot create an identity. Rather, it can recommend the approach to be taken that will assist the Region in achieving well-being. The participants not the Plan will create the identity. As such, this Report is intended to provide some information on how Peel has evolved so that the participants - officials, students, employees, employers, ratepayers, - can become part of the process of establishing an Identity.

What does the Report discuss? The settlement study of Peel begins with a short statement on the natural history of this area. It illustrates how the physical features of southern Ontario came into being and sets the stage for the entry of man, about 11,000 years ago.

Next, and relying a great deal on the pioneer work of J.V. Wright, the Report briefly outlines the pre-history of the area with special reference to the Iroquois tradition in Ontario. This section also includes a discussion of the appearance of the first white men in the area, notably the French explorers and missionaries. As a prelude to European settlement in Peel we get a glimpse of the affect the American Revolution had on this area.

The following chapter, entitled The New View, looks at the European approach to land in Peel as a contrast with the cultures of previous inhabitants. This section illustrates the original settlement patterns and anticipates the emergence of towns, villages, railways and a new agricultural economy which emerged in mid 19th Century.

The settlement story is interrupted at this point by a discussion of the evolution of local government in Ontario. Unfortunately, as citizens we know very little about the origin of local government in our Province. We are probably aware of the "town meeting" type government in the New England States and no doubt express the belief in a local democratic tradition. We have not fully explored our own heritage. The story of local government in Peel is an extremely interesting one and continues today with the new form of Regional Government. This chapter takes us from the end of the British-French conflict in the 1760's to the first meeting of the Peel County Council in 1867. A hundred short years, but a long century in terms of evolution.

Railways and the Towns and Villages had a tremendous impact on the economy of Peel and in turn were affected by the changing economy of Ontario in terms of its growing position in a world market. Chapter V provides an outline, of these developments and relationships. It suggests the reasons why a Metro-oriented Peel emerged and, by implication helps us understand the steps that need to be taken in order to regain relative self-sufficiency.

The final chapter in the development of Peel picks up the thread of local government and shows how the County evolved and was finally transformed into a new Regional structure.

A brief settlement history could end at this point. The intent however is to make available the Report as a component part of the Creation of a Regional Identity. To this end, two obligations - welcome ones - remained, once the sketch was completed.

The first, is to indicate what tools the potential participant can use, in the form of written material. Usually referred to as a bibliography, the preference is to use this section as a guide to understanding Peel's heritage. Depending upon the interests and level of involvement of the future participant, the "guide" will help in the "creation" of a Regional Identity.

The second, and most enjoyable task is to help the participant by pointing to the associations, clubs, and places where Peel's heritage is located and discussed. Residents will become familiar with the Peel County Museum and Art Gallery, local library collections, Women's Institutes and the newly formed Local Architectural Conservation Advisory Committees in each of Peel's Area Municipalities.

Finally, the knowledgeable reader will no doubt find the descriptive chapters of Peel's settlement far too generalized. By necessity, this Report treats the subject not as a "history" of Peel, but as a framework for an Official Plan. As such, the themes are selected in order to illustrate growth and development, and moreover are treated in just that way - as themes. In the end, however, it is assumed that these trends pretty well characterize the evolution of the Region and assist in evolving an Identity for Peel's future.

PRS/vn

Peter R. Smith,
Senior Planner (Social).

PART I

NATURAL HISTORY

Most of the familiar land-forms of Southern Ontario, as well as the absence of interesting land-forms in places, owe their being to activities of ice and water during the advance and retreat of the last major glacial surge of the ice age.

This glacial surge is known as the "Wisconsinan stage". At its maximum extent, about 20,000 years ago, it reached as far south as southern Ohio, and the ice over Southern Ontario was probably well over a mile thick. There were three previous glacial stages during the ice-age, separated by ice-free periods as warm or warmer than the present, but the power of moving ice and torrential water from melting ice of the last glaciers has obliterated all the deposits and land-forms of the previous glaciations in our Region.

The preglacial landscape exerted some control on the ice and subsequent land-forms of the glacial and post-glacial periods. The major form of Southern Ontario is shaped by the bedrock, and, in fact, the Niagara Escarpment, a major feature of the preglacial landscape, survived erosion and partial covering by glacial deposits. Today, it is still a major feature of the landscape. Some of the pre-glacial valleys also survived, or have become the approximate location of present rivers. Examples are the Credit, Etobicoke and Humber River valleys. The Credit River at Credit Forks, is a pre-glacial "remnant" feature - an example of the steep valleys that once cut the Escarpment. Elsewhere, the Credit and Humber Rivers approximately follow original deep pre-glacial rivers which drained the area of what is now the Upper Great Lakes and passed just east of Peel Region to Toronto, where it joined drainage of the Erie and Ontario basins, eventually flowing to the Atlantic via a pre-glacial St. Lawrence River.

Peel is some miles from the surface exposure of the Canadian Shield, but the Shield or basement complex of igneous and metamorphic rocks

occurs beneath the surface at depths of about 1,100 feet in eastern Peel and 2,200 feet in the northwest of the Region above the Niagara Escarpment. The oldest rocks at surface in Peel occur in the east of the Region. These are the Georgian Bay or Dundas shales and are approximately 440 million years old. These blue-grey shales may be seen in stream and road cuts and excavations in Mississauga and eastern Brampton in those places where they are not covered by glacial deposits.

Passing northwestwards across the Region, successively younger rocks are found, which can be seen where they are not covered by thick deposits of glacial drift left by the retreating ice.

West of the blue-grey Georgian Bay Shales, are the brick-red Queenston shales, which are barren of fossils and may have been windborne or deposited in ancient deltas. The Queenston shale may best be seen beneath the Niagara Escarpment near Terra Cotta and Cheltenham where it weathers to a red clay with greenish streaks and erodes easily, forming a miniature "bad-lands" landscape. The fresh Queenston shale can be seen at Credit Forks and Cataract and in various quarries.

Above, or west of the Queenston shale, are various sandstones, shales and dolomites which form the well-known Niagara Escarpment. The Escarpment in fact owes its existence to a massive dolomite, up to 130 feet thick which lies above various weaker shales, with thin dolomite beds and sandstone. The relatively greater resistance to erosion of the thick dolomite produced a giant step or scarp in the landscape. The rocks of, and above, the Escarpment were laid down in an ancient sea 415-525 million years ago. The dolomite cap rock of the Escarpment is the youngest bedrock formation in Peel. Abundant fossils occur in places in the rocks of the Escarpment. The type of fossils, such as corals, attest to warm conditions.

Between the date of the youngest bedrock in Peel (about 415 million years ago) and about 250 million years ago, other sediments were laid

down in an ancient sea which covered this area. Although mostly dolomites, limestones, and shales, the presence of oil, salt and gypsum, and the fossil assemblage in this sequence attests to shallow water, warm temperatures, and at times drying or partial drying of the sea. These rocks have since been eroded from Peel Region and areas to the east and north, but are preserved in an increasing thickness to the west and southwest so that the youngest rocks in Southern Ontario occur near Sarnia.

Man probably arrived in North America from Asia via a land-bridge between Siberia and Alaska, across what is now the Bering Straits. It is possible that this migration occurred prior to the Wisconsinan glacial advance. However, the earliest known evidence of man in Southern Ontario dates from just after the retreat of the Wisconsinan ice-sheet.

The Wisconsinan ice-sheet and meltwaters therefrom was thus responsible for most of the present land-forms of Southern Ontario - all except for the Niagara Escarpment and parts of the major stream valleys in Peel Region. The pre-glacial landscape was modified somewhat by the scouring action of moving ice and a mantle of glacial drift of variable thickness and composition was deposited over the landscape. In Peel Region, the drift thickness ranges from zero (where bedrock is exposed or occurs immediately beneath the soil), to over 500 feet (near Palgrave). The major land-forms composed of this drift are the Orangeville Moraine (the oldest glacial deposit in the Region and among the first land to appear through the ice in Southern Ontario), the Oak Ridges Moraine complex (extending east from the Credit Forks area), the meltwater channels and outwash terraces of Caledon (famous for their copious gravel deposits), various end moraines and till plains (such as the Peel plain) and, of course, Lake Ontario.

Smaller land features, such as drumlins (part of the Guelph Drumlin field extends into northwest Peel), the Brampton esker, kames, kettle lakes and ponds such as Caledon and Heart Lake, and the Lake Iroquois shoreline, are all products of glacial or glaciofluvial action.

These varied glacial deposits and landforms result from fluctuations, advances and retreats of different parts or lobes of the Wisconsin ice sheet during the latter stages and general retreat of the ice-mass. The first land appeared through the ice about 11,500 years ago near Orangeville as the Orangeville moraine was built. After several fluctuations of two lobes of the ice sheet which built most of the landforms of Peel, the ice retreated from this area about 11,500 years ago and cleared the Ottawa area about 10,500 years ago. During the recession, parts of the ice-free areas were inundated with glacial meltwaters, forming precursors of the Great Lakes at different levels with different outlets. In Peel, a temporary lake - Lake Peel - was formed in the southeast part of the Region during the ice recession with its outlet to the southwest. Eventually, the present Great Lakes took shape as the ice retreated from eastern Canada and drainage through the St. Lawrence River was re-established.

During the retreat of glaciers, the exposed land areas would have been subject to a tundra-like climate. A thin layer of silt on top of the glacial deposits in places, is probably wind-borne "loess", deposited before vegetation started to establish itself. However, colonization by vegetation was not on the heels of the retreating ice, with the gradual establishment of today's drainage system and soil profiles.

The material comprising these glacial landforms is highly variable - from boulders, gravel and clean sand to clay tills and peat bog deposits. It is the variability of these deposits which is responsible for the different soil types in the Region - from the easily eroded sand hills in parts of the Oak Ridges Moraine to the rich and fertile agricultural soils of the Peel plain.

The varied geological history has left Peel with a legacy of sand and gravel, shale, dolomite and sandstone of major economic importance.

Events of the geologic past together with the post-glacial climate have produced the topography, landscape, drainage and soil profiles, that helped determine settlement patterns of the early natives and subsequently the exploration, settlement and land use by the French and British. To a large extent, regional and local geology exerts a control on today's land-use patterns and development and creates some of the major planning concerns that we now face (Niagara Escarpment, Lakefront, Watersheds, Mineral Reserves, Agriculture, Recreational Resources).

PART II

THE NATIVE POPULATION

Earliest known human habitation of Southern Ontario dates to about 9,000 B.C. and appears to have coincided with the retreat of the last great glacier. Although the early races no doubt hunted and fished in the Credit and Humber watersheds, little evidence of their presence has been found.

The Clovis and Plano cultures during the Palaeo-Indian Period (9000 - 5000 B.C.) are the earliest inhabitants of this area. They were a hunting people who by and large existed on large game such as deer, elk, bear and beaver. As a result of the proximity to the retreating continental glacier, the climate in Southern Ontario was severe and population was sparse.

The next evolutionary culture, the Archaic peoples (5000 B.C. - 1000 B.C.), probably entered Southern Ontario as hunters from the Ohio Valley area. Their culture was similar to the Palaeo-Indian peoples, relying pre-dominantly on the hunting of big game. During the summertime they congregated in small villages and in winter they left in search of food.

Archaeologists have identified the introduction of pottery (700 B.C. - 1000 A.D.) as the transition point from Archaic to Woodland cultures. It is during the Woodland period that corn agriculture was gradually introduced (about 900 - 1000 A.D.) It should be emphasized that the transition from hunting to farming like the development of pottery, did not occur overnight, nor did these changes take place everywhere at the same time. Thus the dividing line between cultures is a hazy one; however, of more current interest to the history and heritage of the Region, is the Ontario Iroquois culture which began to emerge around 900-1000 A.D. and can generally be distinguished by the following features:

- (i) corn agriculture supplemented by fishing and hunting
- (ii) large villages up to 10 acres, frequently palisaded and

located in easily defensible positions removed from navigable water routes

- (iii) longhouses
- (iv) a pipe-smoking complex
- (v) bundle burials in and around villages
- (vi) use of the dog as a food animal and possibly for sacrifice
- (vii) pottery
- (viii) stone and bone tools

It was from the Iroquois tradition that the historic cultures we know from early French explorers and missionaries evolved: the Erie, Neutral, Huron and Petun.

This Iroquois culture developed during the period 1400-1650 and covered Southern Ontario and southwest New York State with the Erie in southwest New York, the Neutral in southwest Ontario, the Huron in the Huronia area and the Petun along the north shore of Lake Ontario.

It has been supposed that the Petun, or Tobacco, Nation once located near the Credit River. However, no traces of Petun settlement has been found west of the Etobicoke River and it is more likely that these peoples occupied the Humber River area and lands to the east. Unfortunately, the country west of Etobicoke, including the area of Peel, is "a blank on the archaeological map, as it was on Champlain's map of 1632". In fact, the Credit River does not appear on any of the early explorer maps of the 17th century.¹ It is probable that the Credit was not an important water route, compared to the Humber and other rivers, due no doubt, to the rough topography of the upper watershed.

¹V. B. Blake, "The First Inhabitants", in the Department of Planning and Development, Credit Valley Conservation Report, 1956, Chapter 1, page 2.

First contact with the Europeans in the Ontario area, was in 1615 between the French and the Huron tribe. The French relations with the Huron were of two sorts:

- (i) the Huron were in a strategic position, between the French and the Algonkin to the north, in terms of fur trading. Up until the mid 1630's the Huron relied on furs from their own area; however, as the supply became exhausted, they looked to the northern tribes for trade.
- (ii) French missionaries began their work in the New World, with the Huron tribe. Most of the records of native cultures come from the writing of the Recollets and, after 1625, the "relations" of the Jesuits. The most famous record is in Jean de Brebeuf's Relation of 1636, which contains valuable information on the Huron. Intensive Jesuit missionizing in Huronia, between 1634-1650, produced a considerable amount of knowledge of the native culture.

Although the Huron were located considerably north of present-day Peel, their history has a direct bearing on this area. The Huron peoples numbered over 30,000 and lived in villages fortified with palisades of wooden posts. Over large areas, trees had been stripped to form clearings where crops of beans, corn and squash were planted.

By 1649, the Iroquois to the south (Mohawk, Onondaga, Oneida, Seneca, and Cayuga) had exhausted their supply of furs, which they traded with the British on the eastern seaboard. Viewing the Huron as the major barrier between them and the rich fur lands of the Algonkin to the far north, the Iroquois attacked and drove the Huron from their territory.

Not much is known about the Iroquois during their hold on southern Ontario after 1650. It is known that at least 6 villages emerged on the north shore of Lake Ontario by 1665. The closest to present-day Peel was Teiaiagon at the mouth of the Humber. The Iroquois, having no enemy to fear, built² their villages near navigable water.

The Iroquois control of the north shore area had not lasted long. During the 1680's an Algonkin tribe, the Mississauga, began to move into the Iroquois territory. However, up until the early 1700's, the Iroquois continued to make life miserable for the French fur traders travelling near Lake Ontario.

By 1716, the Mississauga tribe had gained full control of the western end of Lake Ontario, including the area we know as Peel.

The Mississauga appear to have had a less developed economy than the Iroquois tribes. The Mississauga were more prone to wandering in small groups and it is recorded that single families lived alone in the woods. Reference to settlement in the Credit area was probably of this latter type as opposed to the more permanent villages located at the Humber and other places. However, 18th century, French maps indicate a small village near the mouth of the Credit. Indeed by the mid 1700's the Credit seems to have become a river of some importance to the Mississauga. By the latter part of the 1700's, the Mississauga appear to have had a settlement farther up river, just south of the present Dundas Street, on the "flats".

²There is some speculation that Teiaiagon was actually located at the mouth of the Credit. However, archaeological evidence makes it unlikely and supports the Humber as the actual place of settlement.

After the Seven Years War between France and England, the 1763 Peace of Paris turned the control of the area over to the British. However, this was not the event that triggered the emergence of white settlement in the Peel-Toronto area.

For a few years after 1763, sporadic trading continued along the north shore, while at the same time, the seeds of discontent with British rule were being sown in the American colonies to the south. The Mississauga were friendly to the British who during this period maintained forts at both Kingston and Niagara.

The American Revolution in 1775-76 was the precursor to settlement in this part of Ontario. Having lost the Thirteen Colonies in the war with the Americans, the British turned to the Mississauga in search of land to accommodate the wave of immigration from the south. The first act of the British government was to sign a Treaty with the Mississauga, in 1783, wherein the British purchased the land from Kingston to the Trent. In 1784, they acquired the land west of Niagara. Finally, in 1788, the Mississauga tribe sold the area around Toronto, from the Etobicoke River to the current boundary of East York, to the British.

The stage was set for Peel to emerge during the next few decades.

PART III

THE NEW VIEW OF THE LAND

The first view of the north-west shore of Lake Ontario came early after the glacier had retreated northwards and early Indian tribes saw, in the forests and plains, a source of food.

Settlement was not in the minds of the initial nomadic tribes and it took centuries before later native peoples organized their life around villages near the water and began to cultivate the soil.

The first white visitors to this strange world arrived just over 350 years ago. Their view of the land was not as a place to stay, but as a land holding great riches which could be exploited and sold on European markets. However, conflict between European countries coupled with intense competition for the fur resources led to open battle on the new frontier. Soon after order seemed to be re-instated, the neighbours to the south took up arms against the British.

The view of the north shore began to change - for the first time, the white man began to see the area as a place to settle.

The Provisional Treaty of 1783 ended the Revolutionary War in America. Loyalists to the British cause began to enter what is now Canada in search of land to settle. In addition to the lower St. Lawrence area, Loyalists established themselves in Cataraqui (Kingston) at Niagara, and along the Detroit and Ottawa Rivers. Soon all the available land was taken up forcing the British government to enter into agreements with the Mississauga for new locations.

A number of treaties signed between 1783 and 1788 opened up large tracts of forested lands for Loyalists and European immigrants. The only tract of land on the North Shore of Lake Ontario retained by

the Mississauga stretched from the Etobicoke Creek to Burlington Bay. This stretch of land, including what is now Peel, contained the rivers needed by the Natives and represented their last foothold in southern Ontario.

By 1792 on the eve of the founding of York (Toronto) by Governor Simcoe, there were no permanent settlers in the Peel area. However, this area was to find itself in the middle of a line of communication between Niagara (and the West) and York (and the East - to Kingston and Montreal). During the next decade an important issue was how best to "pass through" Peel either to York or to the west. The Credit River was a barrier to easy transportation and the road between east and west was long, rough and devoid of rest stops or permanent settlers.

Governor Simcoe had visited the harbour at the mouth of the Don River in May 1793 to survey the land recently purchased from the Mississauga (1788). Simcoe was worried about the location of his military headquarters at Niagara, fearing its defensibility if the Americans became aggressive. He chose the Don River area as the site of his "new settlement" and military headquarters and promptly ordered his newly created Queen's Rangers to "lay" out the area and open up a communication link.

Simcoe's concern was the military capability of Upper Canada (Ontario). It is for this reason that he rejected a bridge across the Credit River at its mouth. Instead, the road from his tiny settlement (York) would be a defensible link and would cross the Credit further upstream. The Dundas Road was the first great man-made transportation route, and its importance in Peel's history is well known.

From early Native times, at least two paths crossed lower Peel. The one, the route which followed the lakeshore, seems to have been of lesser importance than the route a few miles to the north.

Simcoe conceived the idea of opening the northerly path from Kingston to Niagara and Detroit. This "great path" remained the main east-west link for almost 150 years. Its effect on settlement west of Toronto is not rivaled. Its determination of development patterns in Peel, as elsewhere, is still evident.

From the beginning, officials realized the impact that the Dundas Road could have on growth and development in southern Ontario and in 1798 the order came to improve that stretch of the road west of York. As early as 1800 the Dundas was the route used to carry the weekly mail from Niagara to York and from York to Montreal.

No settlers lived in Peel, at least prior to 1798, this being a hardship to the traveller in search of a place to rest. In that year, the Government ordered the construction of an Inn near the Credit. Because of the importance of water travel along the shore of the lake, a site was selected near the mouth of the Credit River with links, on both banks, to the Dundas Road.

Government House has the status of being the first "hotel" in Peel, yet even the person who leased and operated the inn was an absentee occupant. The Inn was actually operated by sub-tenants and the first "keeper" is reputed to be a Mr. Coon. Occupancy of the Inn changed hands a number of times before the first settlers arrived in 1805.

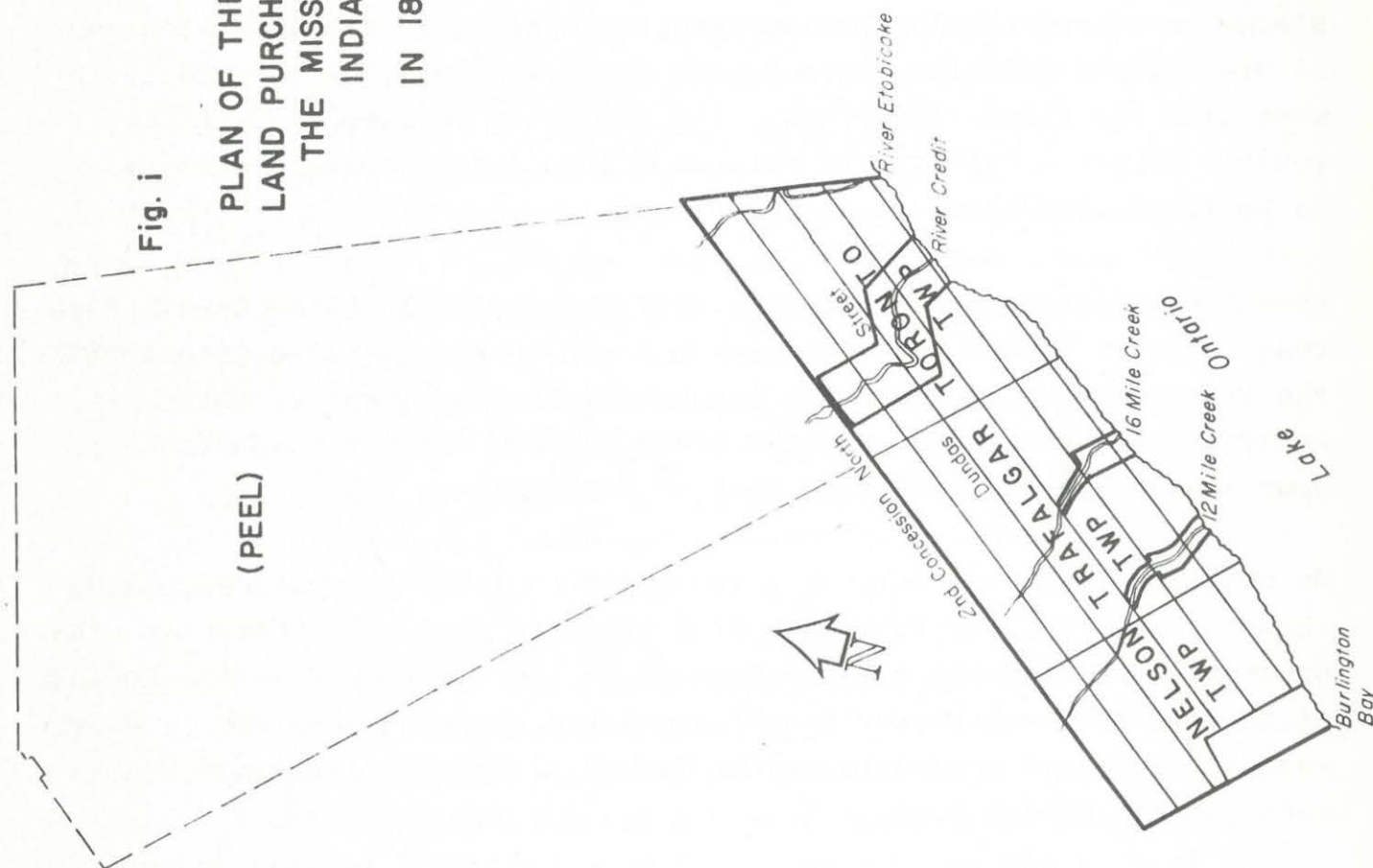
1805 Purchase (Figure i)

Right from the beginning, York was attractive to Loyalists and immigrants alike. The process of giving large grants of land to sons and daughters of loyalist and military claimants resulted in a very quick depletion of available resources. By the early 1800's officials realized that in order to satisfy the long list of outstanding claims as well as the newly arriving European immigrants, more land was needed.

Fig. i

(PEEL)

PLAN OF THE TRACT OF
LAND PURCHASED FROM
THE MISSISSAUGA
INDIANS
IN 1806



REGION OF PEEL 1977 PLANNING DEPARTMENT JD

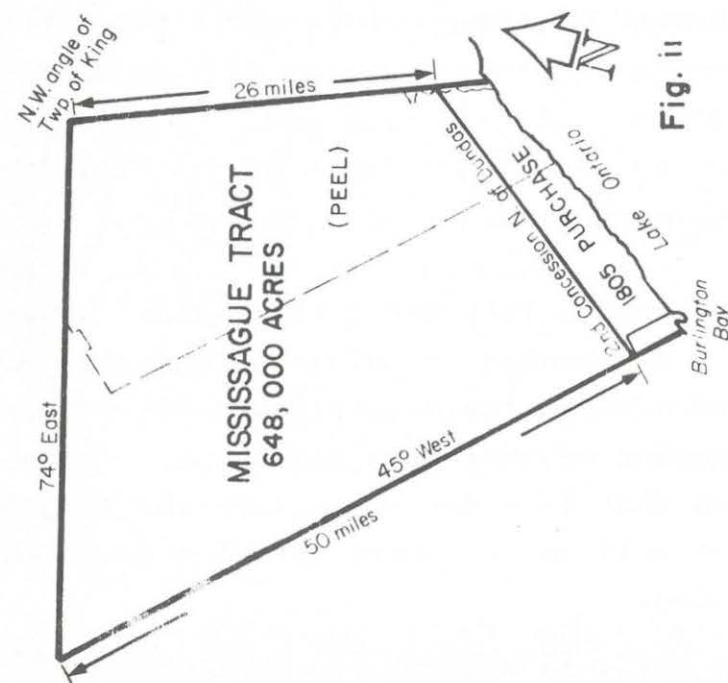


Fig. ii

THE MISSISSAUGA SECOND
PURCHASE - 1818

The settlement of Peel began with the purchase of 1805 whereby the Mississauga sold 70,784 acres of Lakefront property to the British government for £ 1,000. The tract of land stretched from the Etobicoke Creek, 26 miles west to the outlet of Burlington Bay and ran back from Lake Ontario approximately 6 miles to the 2nd concession north of the Dundas Road (Eglinton Avenue). The major exception to this transaction, within Peel, was a strip of land one mile wide on each side of the Credit River which was retained by the Mississauga Indians until 1820.

Within a year the Treaty area was surveyed and divided into three Townships: Trafalgar, Nelson and Toronto Township (Figure i). Toronto Township of course, contained that part of present Peel, south of Eglinton (Mississauga). It is assumed that the name Toronto Township was given to the area as a result of an error on an old map which placed the earlier "Fort Toronto" at the mouth of the Credit. The change of name of the budding Town to the east, from York to Toronto (in 1834) caused considerable consternation and anger amongst early Peel residents.

The survey of the New Purchase was carried out by Samuel Street Wilmot in early 1806. Two concessions were laid out north of Dundas and three to the south, towards the Lake. It was decided to settle both sides of the Dundas Road first and within 6 months "only Twelve whole lots, remain unlocated throughout Dundas Street, including both sides of the communication...."³.

Three types of lots were reserved in the early surveys: Clergy Reserves (for the church), Crown Reserves and Masting Reserves (for timber). However, Dundas Street was a settlement route and no reserves were made on this section.

³ Survey Records, Lands and Forests, Letters written #20, pages 3693-94, Thomas Ridout to Wm. Stanton

By 1809, 175 inhabitants were located in Toronto Township. Most were along Dundas as the back concessions were marked for reserves. Because of the stipulations of the 1805 Purchase, settlement was not Permitted within one mile of the Credit River. These lands were reserved for the Mississauga who continued to fish and hunt along the river.

Settlement of the New Survey continued up until the outbreak of war in 1812. The embryonic stages of hamlet development appears at this time as the beginnings of small settlements emerge at Summerville (Dundas and Highway 27) and Dixie (Dundas between Cawthra and Tomken). The establishment of a tavern was usually the first sign of an emerging settlement. One of the earliest settlers and the first innkeeper in Peel (aside from the Government House operators) was a Philip Cody, uncle of Col. William Frederick who was known to fame as "Buffalo Bill". Cody set up his tavern at Summerville and was soon joined in that area by families of later fame including the Silverthorns, the Robinets, the Barbers and a Mr. Wilcox (Absalom Wilcox housed the fleeing William Lyon Mackenzie during the first night after the abortive rebellion of 1837).

During the war, settlement was slow but by 1818 the need for more land became apparent. In 1818, in an effort to relieve the shortage of ungranted land, the Government negotiated a treaty with the Mississaugas for 648,000 acres including all of the remaining parts of the future Peel area (Figure ii).

Surveys were begun immediately and by 1819 the north half of Toronto Township and Chinguacousy Township were surveyed and open for settlement. By 1820, all of the Townships of the future County of Peel were named and opened (Figure viii). They were: Toronto Township, Township of Toronto Gore, Albion Township, Caledon Township and Chinguacousy Township.

Whereas the first survey in 1806 had used the Dundas as the settlement road, the latter survey in 1819 was based on a "centre street of communication" which was intended to link Lake Ontario with Lake Huron



FIG. viii COUNTY OF PEEL (showing townships) 1820

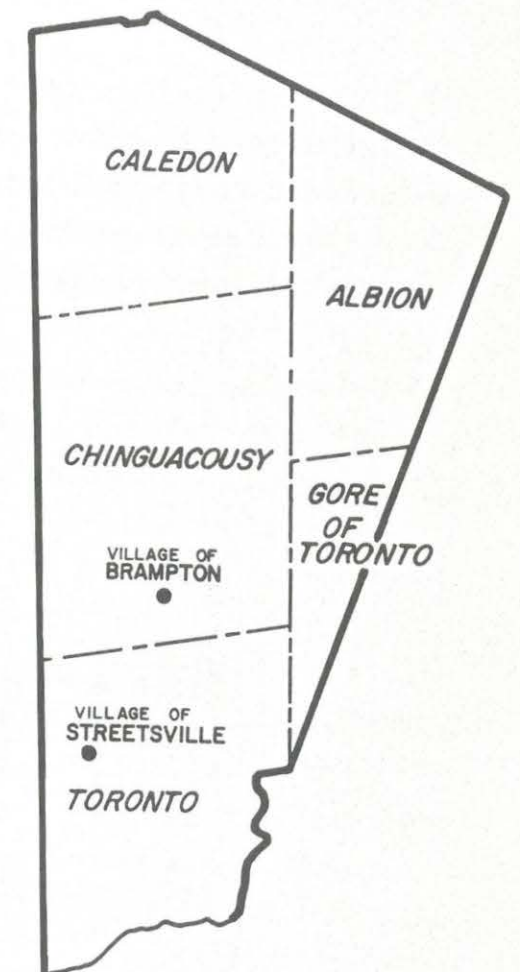


FIG. ix COUNTY OF PEEL 1867

(Huronario - Highway 10). In addition, lots were divided in half in order to encourage clearing and settlement on both sides of each concession road. In this way, additional links to the interior were developed.

Settlement after 1819 progressed in a much more orderly fashion than was the case in the earlier rush for land. Perhaps, because the "obligations" of the government had been fundamentally met, perhaps because of tighter controls to reduce speculation, or perhaps because the New Survey was farther from the emerging Town at the mouth of the Don River.

All of these reasons were no doubt important, but the land reforms of 1818 were a blow to speculators and a blessing to the recent immigrants. Although settlers were forced to pay for their land after 1818, at least they were assured of a purchase either from the Crown or through re-sale of land held in speculation.

The following table compares Scarborough, Pickering, Vaughan and King in 1805 with Caledon, Albion and Chinguacousy in 1825 showing the benefits of an enforced settlement duties policy.

	1805			1825	
	Acres Patented*	Acres Occupied		Acres Patented	Acres Occupied
Scarboro	29,765	4,230	Caledon	16,055	7,203
Pickering	44,750	5,040	Albion	12,735	15,629
Vaughan	34,117	14,464	Chinguacousy	24,400	25,054
King	46,704	5,448			
				53,190	47,886
	155,336	29,182			

Between 1800-1820, land occupied never exceeded 41% of land patented; however, between 1820 and 1825, 85% of the patented land was occupied in the area around Toronto.

*Land occupied by settlers with land grants was not necessarily patented. Some settlers took years to complete the necessary settlement duties and pay the registration fees required to have the land patented (ie., free title).

In Toronto Township, between 1820 and 1825, the amount of land occupied rose by 114% from 23,658 acres to 50,686 acres. By 1825, 99% of available land in Toronto Township was occupied.

By 1821, vacant land in the southern townships of Peel was rare, yet there was considerable land unoccupied in Caledon. About 1 in 14 locations in Caledon were occupied in 1821.

Within Peel the most populous areas, in addition to Toronto Township, were Toronto Gore and the section of Chinguacousy between the settlements of Alloo and Churchville. Settlement in Albion and Caledon was scattered.

This great amount of unoccupied land in Caledon and Albion not only delayed settlement, but also made transportation and communications difficult for those who lived in the area. Unoccupied land had the effect of isolating groups of families and this had an important effect on the development of small hamlets and villages to serve the residents.

A new wave of settlers, for the most part European immigrants, moved into the Peel area in the years after 1826. On the eve of the Rebellion in 1837, land in Peel was virtually taken up. The years between 1805 and 1835 had witnessed an abrupt transformation in the landscape of Peel. From wilderness to settled homestead, the land had not been altered as much since the glacier, 11,000 years ago. For centuries, no native culture had transformed the area into a rich agricultural community. In a mere three decades the European settlers re-made the forests into farms, villages, small hamlets, all linked by a rigid pattern of roads running north from the Lake and east-west at regular intervals.

The Credit River, the Etobicoke Creek and the Humber River all viewed as hunting and fishing grounds by earlier inhabitants were seen by the new culture as a source of power. The age of hamlet and village in Peel begins with the development of "Mills" on the river systems.

PART IV

THE DEVELOPMENT OF LOCAL GOVERNMENT IN PEEL

During the mid 1830's in Peel, as in the rest of Southern Ontario, the economy as well as the kind of settlement began to change. It was also the time at which Toronto's presence in a developing Ontario was beginning to be felt. However, to understand the framework within which these changes were taking place, it is necessary to look at the structure of local government as it existed and as it was about to become altered.

The early system of local government in what is now Ontario developed in the years after the American Revolution and remained with little change until towns were given elected bodies in the 1830's.

Local government in Ontario was modeled on the British system which was based on appointed Justices Of The Peace administering the matters of an area through the Courts.

After the 1763 Treaty of Paris which settled the Seven Years War between England and France, Canada was known as the Province of Quebec. Authority was given to the Governor and his council to appoint justices of the peace who met in "courts of quarter sessions" to settle disputes and administer local matters. Their powers included erecting court-houses, goals and asylums; improving and laying out roads, making assessments; fire regulations; appointing local constables; fixing fees; appointing surveyors and inspectors; and a host of other duties.

Unhappy with the problems of administering such an immense territory, as was the Province of Quebec, Governor Haldimand divided the western region (now Ontario) into 4 districts: Luneburg (eastern Ontario); Mecklenburg (from Luneburg to the Trent River); Nassau (the west end of Lake Ontario); Hesse (western Ontario). The origin of the German names appears to be as an honour to the Royal Family (the Hanover King George III). (Fig. iii)

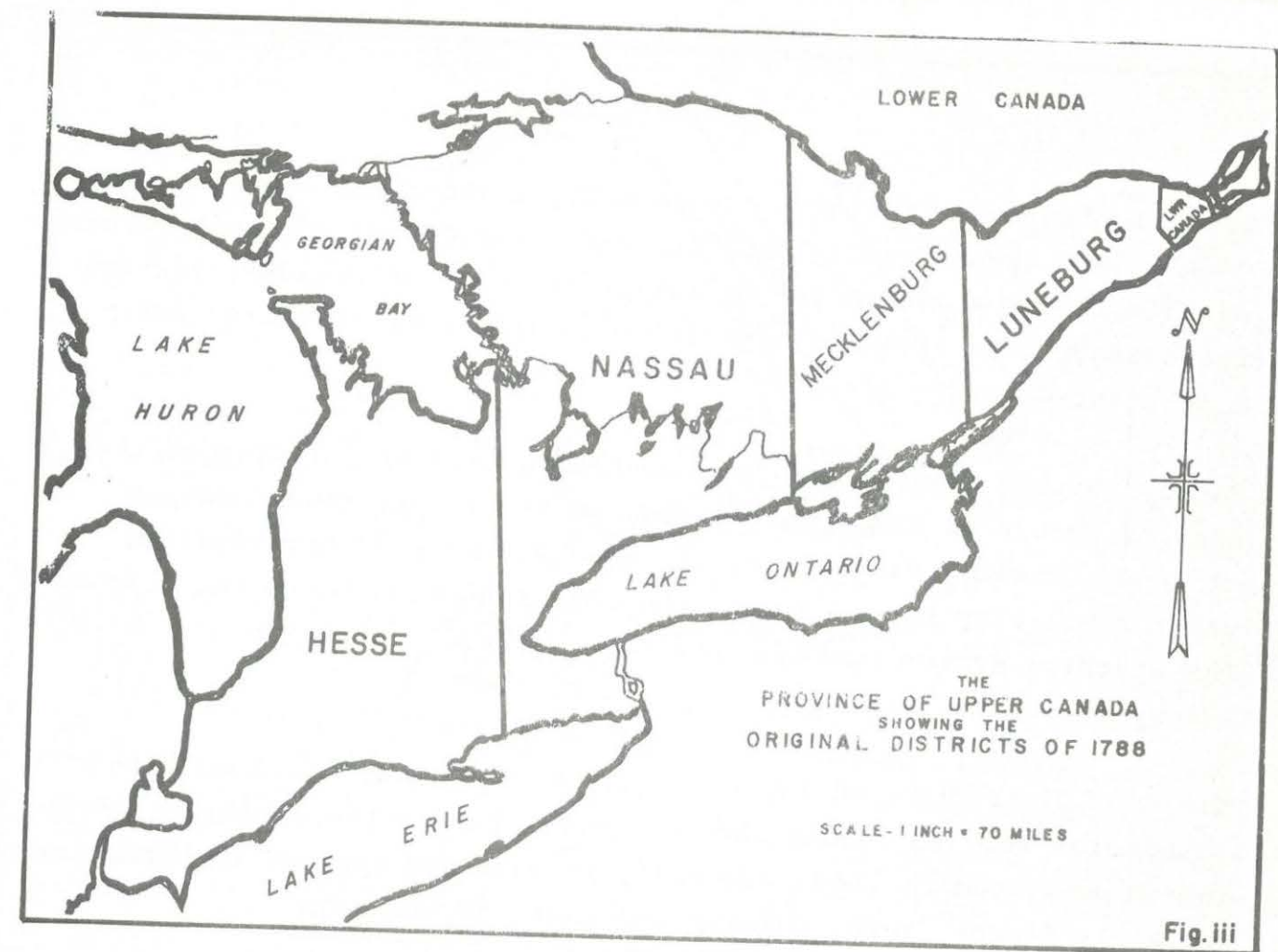
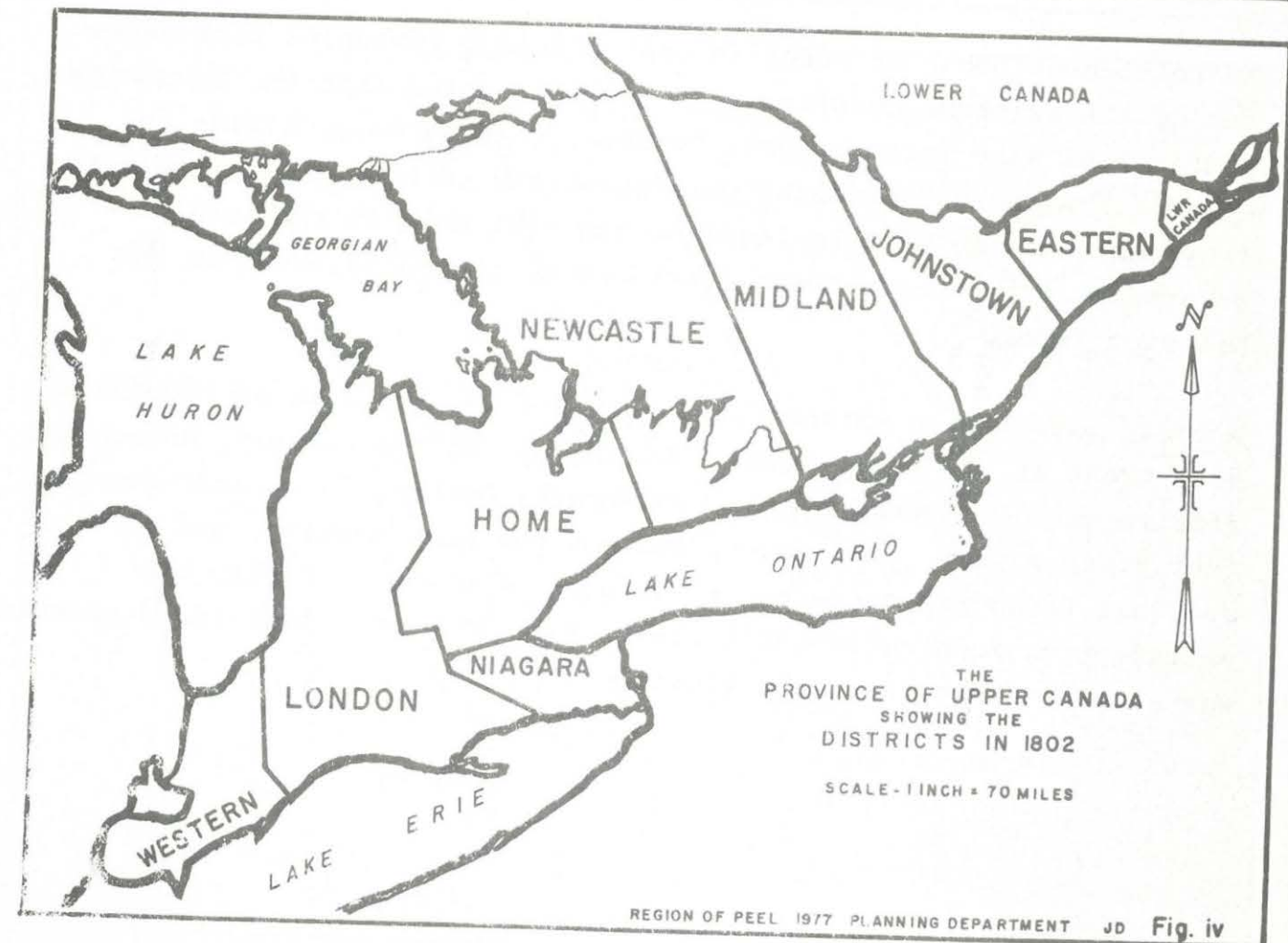


Fig. iii



REGION OF PEEL 1977 PLANNING DEPARTMENT JD Fig. iv

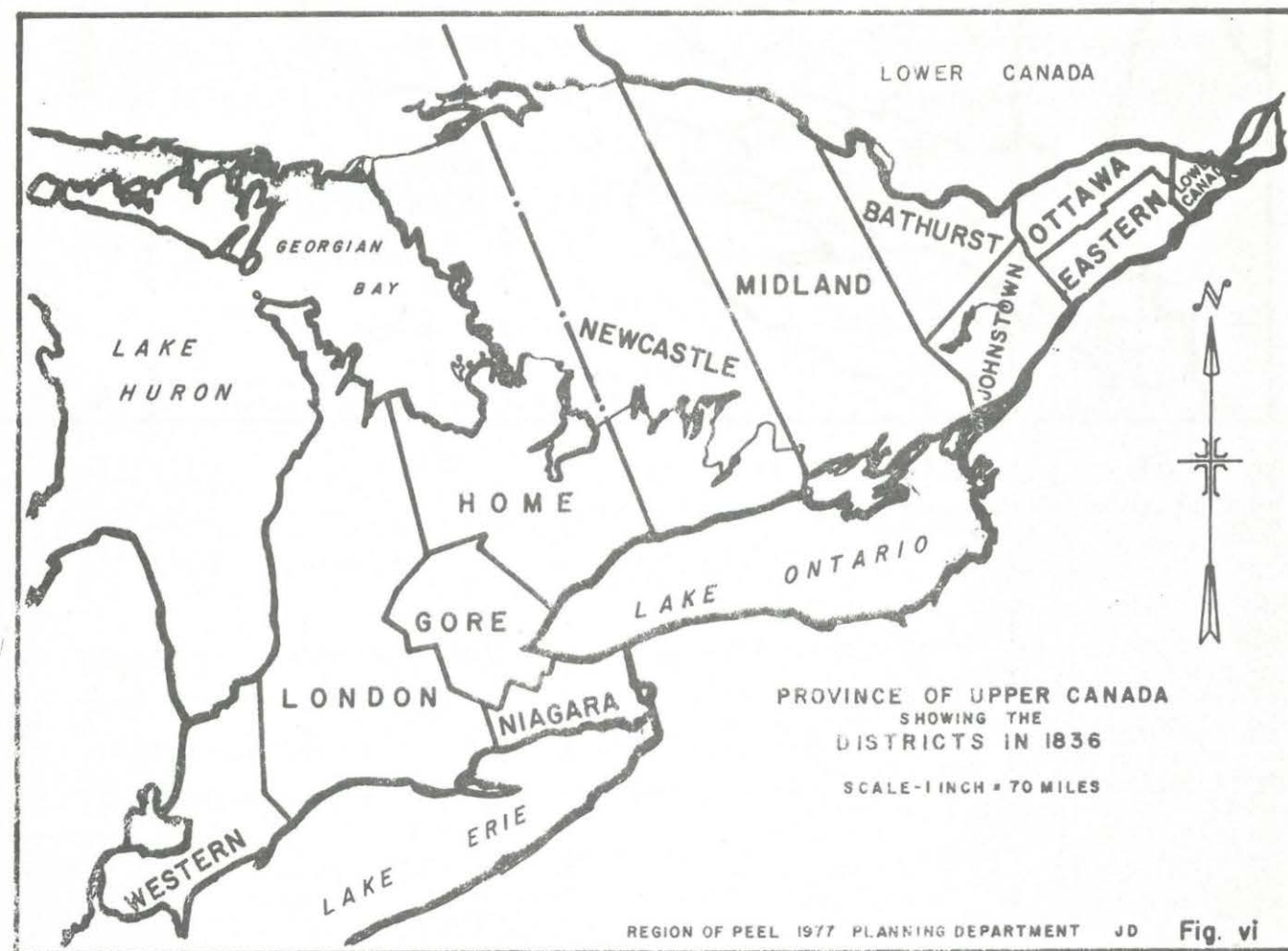
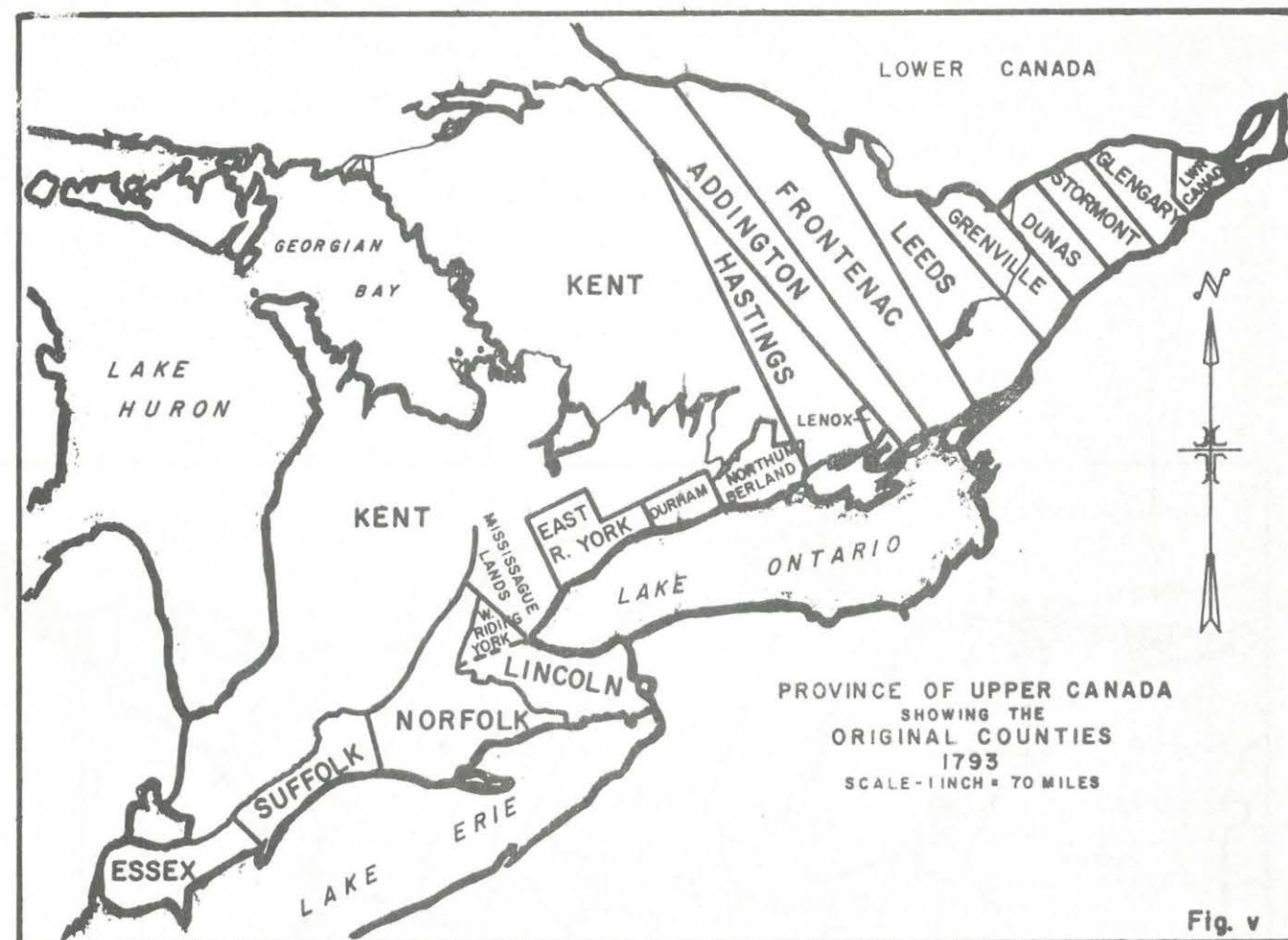
In 1791, the Constitutional Act formally divided the Province of Quebec into Upper Canada (Ontario) and Lower Canada (Quebec). This was a critical stage in the evolution of local government, for now the headquarters of administration were located at Niagara under Lieutenant-Governor Sir John Graves Simcoe.

Simcoe further divided the four Districts into eight, changed the name of Nassau to Home, and introduced the 19 original Counties of Upper Canada. His primary strategy for this re-organization was for military purposes with the counties being units for defence. The District system remained the level of administration. (Figs. iv, v, vi, vii)

The Home District is of interest in this paper, and although its boundaries were to change numerous times before the abolition of the District system in 1849, generally it was comprised of the counties of Peel, Simcoe, York, Ontario and parts of Dufferin.

As settlement began to occur in Upper Canada, Townships were carved out of the existant Counties. It has been noted that the Townships within Peel were Toronto Gore, Toronto, Chinguacousy, Albion and Caledon. Although townships were permitted to hold "town meetings", they continued to have no legal or judicial role in the local government structure. These functions continued to exist at the District level.

A basic issue which emerged in the 1830's was the lack of responsible government at the local level. For almost half a century, government affairs were conducted by the magistrates meeting in general session four times a year. The Court, and not the town meeting, had control over all financial matters pertaining to the area. Public dissatisfaction mounted as local frustration with the governing structure was apparent throughout the Province.



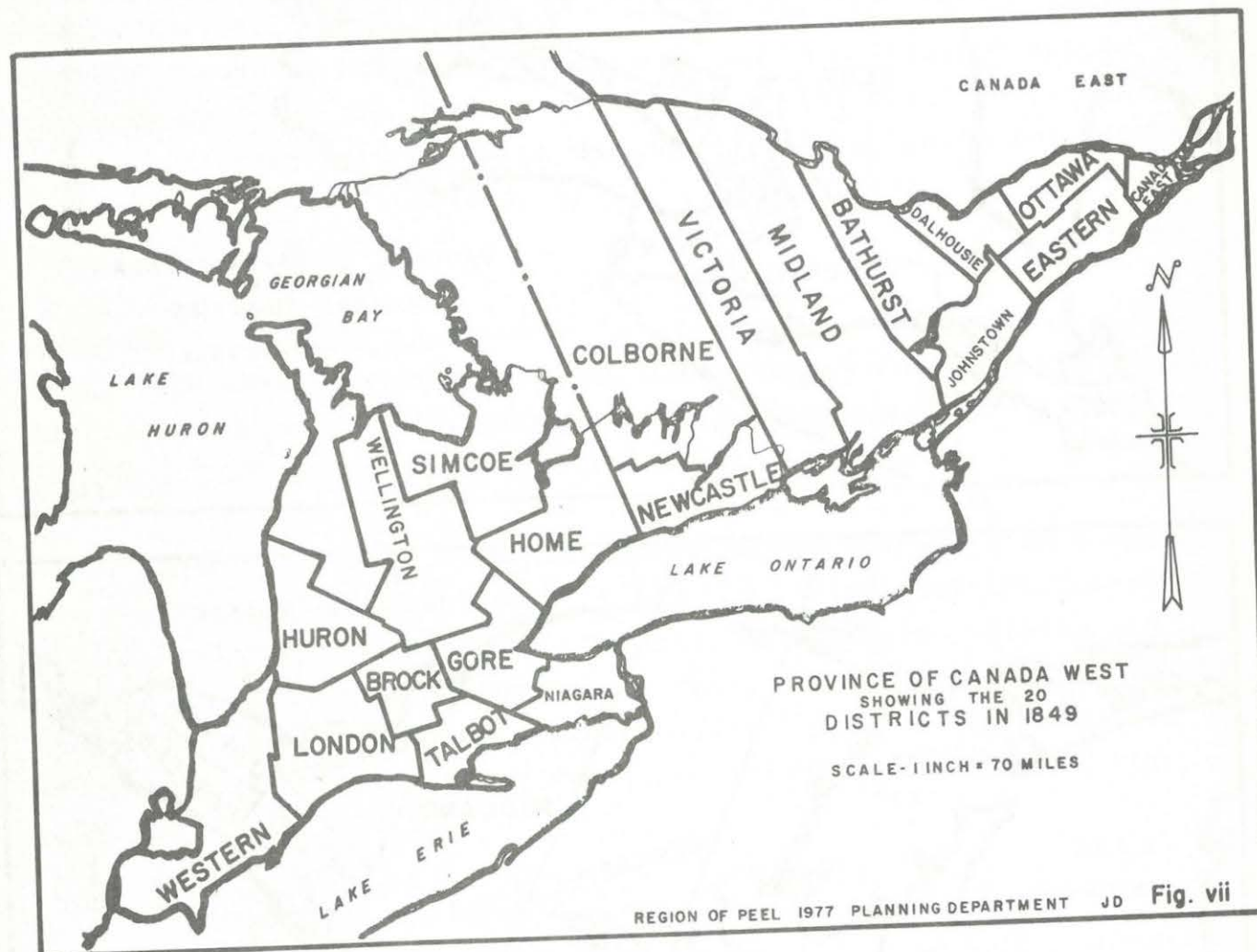
In 1841, as a response to problems with local government, the legislature altered the District system by permitting the election of local councils. The District Councils Act defined the District as the governing level with representatives elected from the Townships. Nevertheless, the warden of the District and the treasurer, were still appointed by the Governor.

The Reform group in the Provincial legislature continued to apply pressure on the government and 5 years later, in 1846, a Bill to provide for the election of district wardens by the council members was passed. In its first reading, the bill avoided the issue of a locally appointed treasurer; however, it was amended to also provide for the appointment of the treasurer and clerk by the council.

During the life of the Province the number of Districts increased from four to twenty. The number of Townships had grown from a few dozen in 1791 to over 370 in 1845. Meanwhile, by 1841, the population of Upper Canada approached the one million mark. Settlements were scattered and, despite the reforms, the District System, whether 4, 8 or 20 could not cope. Many small communities were isolated from the seat of the District Council resulting in pressure from local residents for a complete re-organization and decentralization of local government.

The Province ceased to be divided into Districts in 1849. Impetus for re-organization came from Robert Baldwin who, in 1848, came to power in Ontario as the head of a Reform Government. There were two parts to the landmark legislation passed in 1849. First, was a hierarchy of "urban places", a concept which provided for - police villages, villages, towns and cities.

Secondly, the Municipal Corporations Act replaced the District system with a County structure. The town or township was the basic unit, annually electing a five-man council. Each local council elected, from its members, a reeve who represented the Township on the County Council.



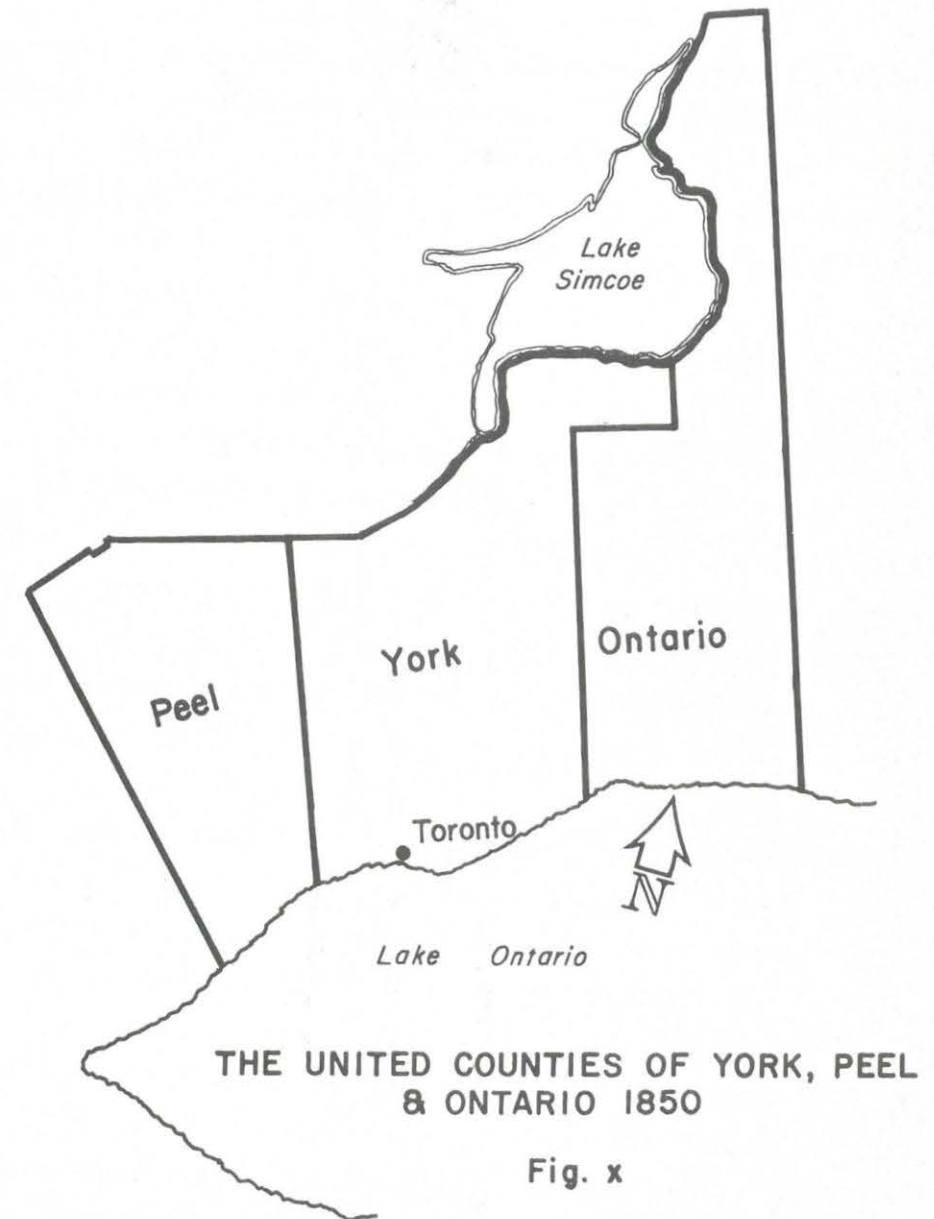
The Counties were to remain temporarily united until such time as they had grown sufficiently in wealth and population. Peel was linked with York and Ontario as the United Counties and a Council was convened with representation from all the local Townships. (Figure x)

The United Counties of York, Peel and Ontario was an experiment in regionalism on a scale too large given the circumstances of the day. One of the main problems, aside from the political question, was that without rails and with inadequate roads, the distance to travel to a common meeting point was an extreme burden.

Ontario County, under the leadership of Peter Perry, was the first to seek separation from the United Counties. The enabling legislation came into force on January 1, 1852. Although the Act formally established the Counties of Peel, Ontario and York and identified the constituent townships (in Peel: Toronto, Toronto Gore, Chinguacousy, Caledon and Albion), it also allowed Ontario County to establish a provisional council and permitted the county to separate as soon as its county buildings and jail were completed.

On January 1, 1854, the Governor-in-Council issued the proclamation separating Ontario County from York and Peel.

Peel was not far behind Ontario County and in 1856, the first Provisional Council for Peel, consisting of the same elected representatives as sat on the United Counties, met. Although the vote in favour of separation was recorded in 1856, Peel did not achieve separate County status until 1866. By this time, both Brampton and Streetsville had been incorporated under the Municipal Act, as separate Villages.



On January 22nd, 1867, at the newly created seat of government in Brampton, the representatives of the now seven municipalities met for the first time as a fully-fledged County Council of Peel (Figure ix) (opposite page 19).

Local control in Peel coincided with the development of town and villages and the emergence of a strong economy in the area. Within a few short years, settlements such as Port Credit, Malton, Caledon East and Bolton emerged as important service centres in the region west of Toronto.

PART V

THE DEVELOPMENT OF MODERN PEEL

The society in Southern Ontario that witnessed the introduction of the municipal reform legislation of 1849, was one in a state of transition from a scattered rural population whose needs were met through self-sufficient agriculture to a market-oriented farm community organized around developing villages and linked by rail to the larger regional centres.

Closely tied to the movement onto the land in Peel, was the establishment of mills along the river systems. Mills, in turn, contributed to the location of light craft-type industries in the area. Soon, communities began to develop at cross-roads or at particularly suitable points along a river. These small hamlets often included a church, school, tavern and general store, but invariably, their focal point was the saw or grist mill. In areas where agriculture flourished, the small hamlets would support two or three mills and probably a hotel and community hall.

Until after mid-century, the small service centres provided for almost all the needs of the local population. Trips to Toronto for more specialized goods and services were quite a hardship and thus were undertaken only occasionally.

As the road system developed, between the 1820's and early 1850's, grain began to emerge as an important commodity in a developing market economy. By the 1850's, many small settlements in Peel had grown into thriving little hamlets. Handicraft - type manufacturing and other small service industries followed the population and helped in the development of many of these settlements.

With the emergence of a wheat economy and the growth of many settlements, the population of Peel County began to soar. The following table illustrates the tremendous amount of growth in Peel between 1821 - 1851.

Townships	1821	1841	1851
Albion	110	2,015	4,281
Caledon	110	1,511	3,707
Chinguacousy	412	3,721	7,469
Gore		1,145	1,820
Toronto	803	4,601	7,539
Peel County	1,425	12,993	24,816

In the pre-railroad era, villages sprang up along the Dundas Road and, to a lesser extent, the other main thoroughfares in Peel (the Lakeshore, Hurontario). By 1850, on the Dundas route, Summerville, Dixie, Cooksville, and Erindale all had populations around the 350 mark. Streetsville was the largest centre in Peel, with a population of about 500, and Port Credit and Clarkson - both on the Lakeshore Road - were "busy" settlements. It is estimated, that by 1850, close to 40% of the entire population of Toronto Township lived in less than a dozen hamlets and villages.

In Chinguacousy Township, the emergence of Brampton as an agricultural service centre of considerable significance, dates to the late 1830's. Brampton's later growth was a sign of the impact the railways were to have on growth and development in Peel. Located at the centre of a productive agricultural area, Brampton shortly became the crossroads of two major railroads.

Hamlets and villages in Albion and Caledon were to a greater extent isolated from the major Toronto market. Bolton was the largest settlement in the area although Claude, Cheltenham, Caledon East, Charleston (Caledon), Belfountain, Alton and Mono Mills were of importance as service centres to the surrounding area.

In addition to these larger hamlets and villages, over 50 small crossroads settlements, such as Derry West, Burnhamthorpe, Gore Mills, Stanley Mills, Campbell's Cross, Mayfield and Fraser's Corners, existed at this time.

Peel - a pioneer community consisting of rural settlements and a few larger centres - was, in the years after 1850, to become drawn into a Metropolitan market with the result that the settlement pattern, if not the entire landscape, was to be transformed almost immeasurably. The 1850's, like the 1950's, was a land mark boom period in Canadian economic history. Unprecedented prosperity befell the businessmen of Ontario during the early 1850's and the repercussions were felt throughout the Province - but most strongly in the area around Toronto.

A number of factors, part of this prosperity, changed the pattern of settlement in Peel and in most of southern Ontario during the mid 19th Century.

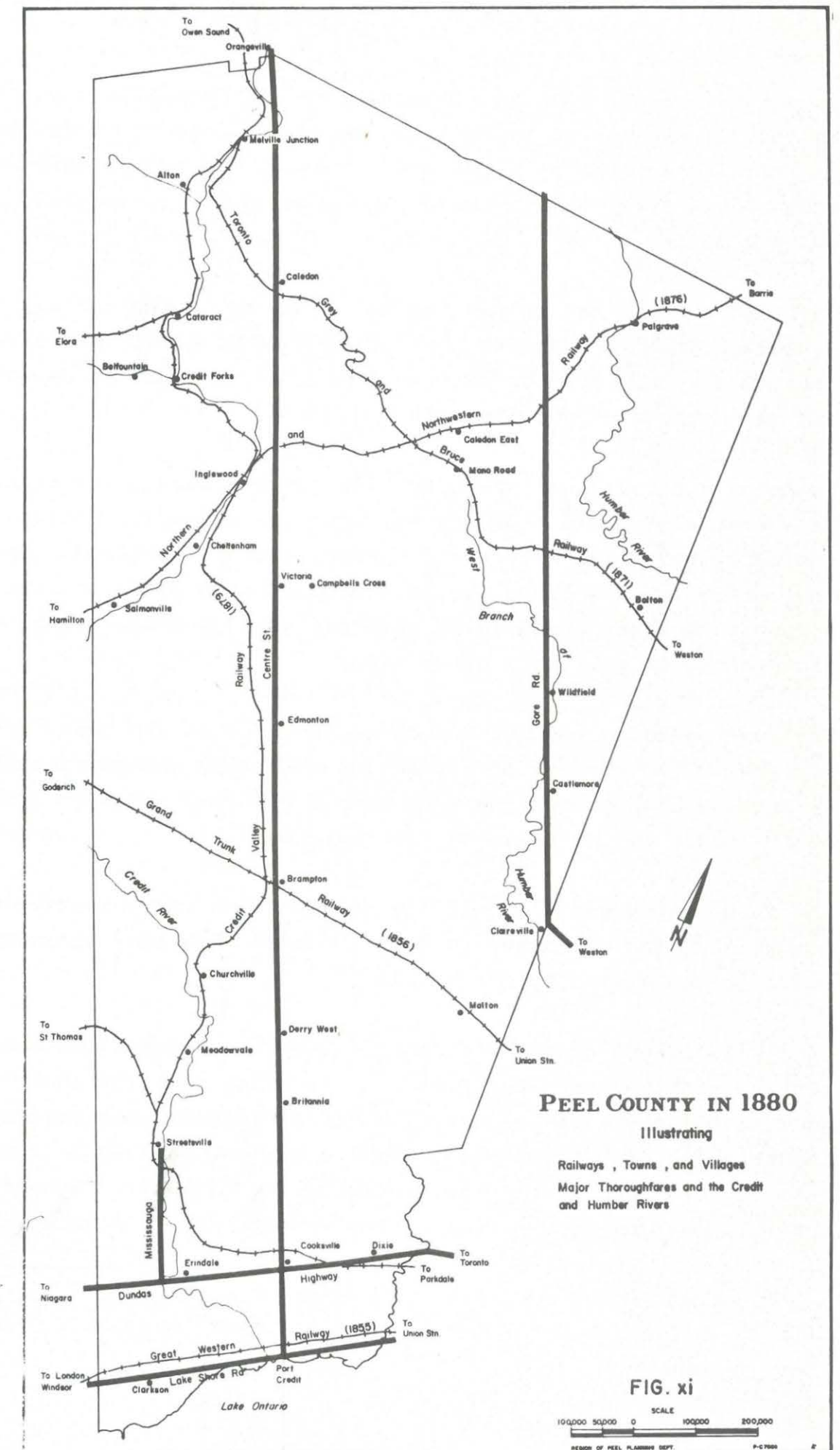
- (i) Dominance of Toronto: Toronto mercantile interests began to fan out into the countryside about this time.
- (ii) Development of a Market Economy: Trade with the United States began to expand as a result of Reciprocity. Demands were placed on the Ontario countryside for the production of agricultural commodities for trade.

- (iii) Building of the Railways: Toronto interests, in an effort to out-race other large and growing centres, pushed the development of the railway as a means of extending the agricultural market to shipping ports in that city.

The combination of these factors produced a new centralization in the countryside of southern Ontario. Many small hamlets disappeared as larger service and distribution centres developed along the rail lines. Hamlets that had begun to develop small craft-oriented industries lost out in the face of increasing centralization and specialization in Toronto. Many of those employed in local service activities began to move from the hamlets to larger villages on the railway or to regional centres such as Guelph, Orangeville, Barrie, Brampton and of course, Toronto.

Modern urban Peel can trace its roots to the 1850's and especially to the growth of Toronto and the building of the railways. More than any other, these two factors provided the conditions favourable to town (i.e., urban) growth in Ontario. Baldwin's legislation of 1849 was no doubt timely in creating the "Hierarchy" of administrative units within which this growth would take place.

The emergence of a non-rural economy was dependent upon the railway replacing the road and waterway as the chief means of transportation. First to cross Peel was the "Great Western", a line that was completed in 1855, running parallel to the Lakeshore road and just to the north. Within a year, the "Grand Trunk" passed to the northeast through Peel on its way from Toronto to Sarnia. Port Credit and Clarkson on the former and Malton and Brampton on the latter, were the settlements that felt immediate benefit from the railways. (Figure xi)



Older settlements such as Cooksville and Streetsville, by-passed in this first wave of railroad-building, soon began to decline in relative importance. The most dramatic "levelling-off" occurred in Streetsville whose population by this time had reached 700.

By 1870, Toronto had become the hub of an extensive railway network. The City, in its ability to control a vast hinterland, created a sphere of metropolitan dominance that has persisted and been extended into the 20th Century.

Hamlets and villages, which by 1870 had not become important, as a result of railway or special function and which relied on the early but still crude road system, quickly suffered. These smaller centres declined in the period between 1851 and 1881 as a result of their specialized and localized activity. Many disappeared in the years after 1880.

Railroad-building was not a boon to the area in the views of everyone. The process of attracting a railway was characterized by intense competition and many people suffered economic disaster at the hands of the railroad "entrepreneur".

The main weapon used in this competition, was the "bonus". Competing towns clamoured to "up-the-ante" such that their Town would not be missed by the tracks.

In its judicious granting of bonuses, Toronto controlled a huge territory which contributed to its emerging position in a growing economy. The effect of Toronto, in Peel, was felt by the granting of huge sums of money to two new railways: The Toronto, Grey and Bruce; the Credit Valley Railway. Both of these lines ran through Peel by the end of 1879. (Figure xi)

Smaller inland hamlets were not the only settlements to suffer. Lakeports such as Port Credit, which at one time carried on an energetic trade, soon became forced out of the picture by the larger Toronto interests who had direct access to the wheat producers.

"Most important was perhaps the fact that the railways pulled the farmers of the back townships out of their self-sufficient farming and gave them access to outside markets. The farmers became now fully involved in the money economy".⁵

The nature of rural life also began to change after the 1850's. Virtually, all the land was settled and most good land was cleared. As a result, young "budding" farmers considered moving elsewhere in search of farmland.

Farms began to grow larger in size as many small farm operations were combined into larger, more specialized, units. By 1880, 90% of farmers were using agricultural machinery, leading to the development of a farm implement industry, especially in Brampton.

The house began to change as well. Log houses began to disappear and by 1880, 45% of farmers occupied brick or stone dwellings. 55% had good barns, stables and sheds.

Meanwhile, the population of Peel tapered off from its mid-century rate of growth. In 1851, the population Peel was just under 25,000. During the next 20 years, and despite the rapid growth of Brampton, Malton and Bolton, the population rose by 2,000 and then dropped to barely 1,000 more than the 1851 figure.

⁵ Jacob Spelt, Urban Development in South-Central Ontario, McClelland and Stewart, 1972. p. 117.

Townships	1851	1861	1871
Albion	4,281	5,078	4,857
Caledon	3,707	4,588	4,785
Chinguacousy	7,469	6,897	6,129
Toronto Gore	1,820	1,728	1,559
Toronto	7,539	6,572	5,974
Brampton		1,627	2,090
Streetsville		730	617
Peel County	24,816	27,240	26,011

Clearly the rural and small hamlet population was declining in the face of developing regional and sub-regional centres. In contrast to the active hamlets of 1850, which dotted the countryside of Peel, Peel's main hamlets and villages by 1881 were Toronto-oriented district and regional service centres. Their distribution capacity and hence importance was intimately related to the railway network.

Urban development during the years after the early 1880's was dominated by the rise of modern manufacturing centred on Toronto. By 1911, the Toronto area had 70% of workers employed in manufacturing in all of south central Ontario. Small plants began to decline in number in outlying areas such as Peel. They were replaced by larger manufacturing outlets concentrated in Toronto. The old industrial pattern, typified by Streetsville's woollen mills, which contributed to the rise of towns and villages, disintegrated leaving many service centres in ruin.

Peel was too close to Toronto to develop regional service centres during the early part of the 20th century. Its very position in relation to Toronto's major manufacturing and commercial role meant that the economy of Peel began to reflect the needs of an

urban population. Mixed farming became more intensive and the dairy industry grew rapidly. Modern farming methods in Peel, introduced in the latter part of the 19th century developed as the base upon which the manufacturing and urban growth could continue. Peel emerged as a major fruit and vegetable producer for the urban population; and, the largest concentration of greenhouses in Canada was located in Brampton.

Hand in hand with the emergence of modern manufacturing, went the rise of population in centres. Toronto grew by 335% between 1881 and 1911, at which time it accounted for 38% of the total increase of urban population of the Province of Ontario.

That the City of Toronto was growing at the expense of smaller villages is apparent not only in Peel, but throughout the southern part of Ontario. Of 85 incorporated places in 1881, 27 had smaller populations in 1911. During this same period, 50 rural villages disappeared and many others did not change in size. In Peel, Streetsville, which had a population of 711 in 1881, had declined to 543, a decrease of 29% by 1911. The population of Chinguacousy Township which in 1861 had been about 6,900, declined rapidly during the next half century and did not exceed 5,000 until the 1950's. Of all incorporated townships in Peel County, only Toronto Township showed a population in 1946, that exceeded the population of that area in 1871.

By the early 1950's it was evident that Peel's transition from a rural to an urban community was taking place. Certain functions within Toronto were de-centralized with the result that industrial development appeared in many of the older villages in the area including Malton, Port Credit, Streetsville and Brampton.

Suburban growth in Peel was a response to population pressure on Toronto; and, after the Second World War, southern Peel began to be transformed to a residential urban pattern that was linked to Toronto by means of major arterial roads and highways.

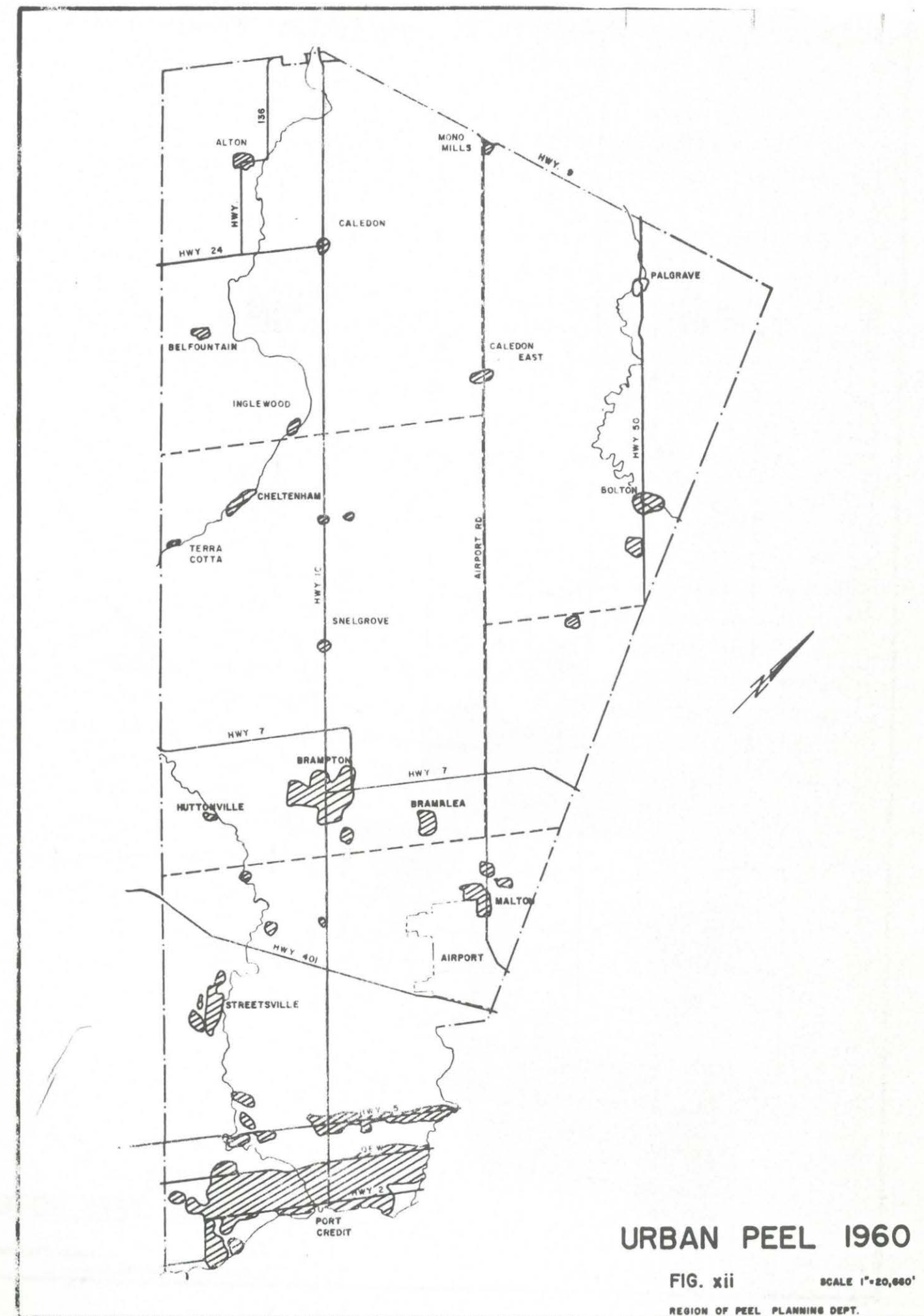
The explosive growth in Peel is evident from the following table:-

Towns	Population			
	1871	1946	1966	% Increase 1946 - 1966
Brampton	2,090	6,466	35,200	444%
Port Credit	(450)	2,325	7,892	239%
Streetsville	617	758	5,917	681%
<u>Villages</u>				
Bolton	(900)	716	2,233	212%
Caledon East	(350)	--	637	-
<u>Townships</u>				
Albion	4,857	1,966	3,432	75%
Caledon	4,785	2,432	3,999	64%
Chinguacousy	6,129	3,423	15,996	367%
Toronto Township	5,974	13,328	93,650	603%
Toronto Gore	1,559	1,553	1,185	-24%
TOTAL	26,011	32,967	170,141	416%

Growth, in the 1950's and 1960's occurred in the southern part of Peel, especially in the old Toronto Township area. Brampton continued its dominance of the County as the largest Town within the area; while, to the north population growth was minimal in Albion and Caledon (with the exception of Bolton which began to re-exert its influence on the County). (Figure xii)

The tremendous growth of Chinguacousy Township in this period reflects the appearance of a new type of development.

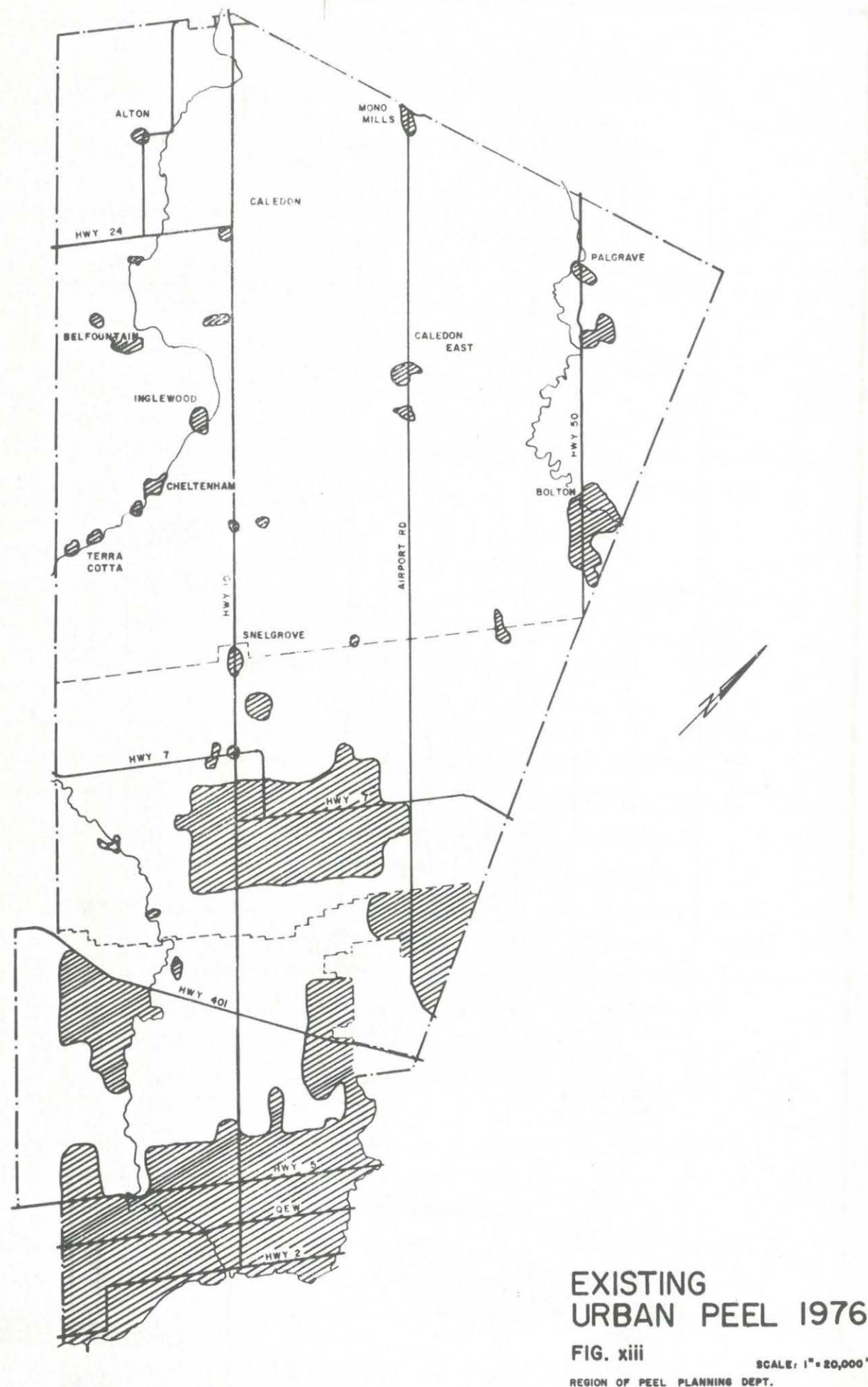
In the early 1960's a different kind of suburban growth appeared in the area west of Toronto. the "new", "planned" communities



of Bramalea and, later, the emergence of Erin Mills and Meadowvale, represented a response to the development of Metro.

Along with the rapid growth of the last 25-30 years came the disappearance of many of the remaining hamlets and villages which had first appeared in the early 1830's. The process of transition from rural to suburban to urban form and structure has left its mark on Peel. At one time, about 60 villages and hamlets flourished in the County. Most of these had reached their maximum growth by 1860. Today, less than 15 remain as more or less significant service centres and of these, half are not much more than fair sized hamlets.

In slightly over a century, much of Peel had been transformed from a rural, hamlet and farm oriented settlement pattern, based on the self-sufficiency of an agricultural economy, to an urban and suburban form with a growing industrial economy and a de-emphasized agricultural role. Retail-commercial centres began to serve the surrounding population in much the same way as the little hamlet met the daily needs of the farm population. Ironically, whereas the original settler worked the land on which he lived, and made the trek to Toronto only occasionally, today, much of the Peel work force commutes out of the region to place of employment. (Figure xiii)



PART VI

FROM COUNTY TO REGION

Local control in Peel, in the form of a County Council structure, coincided with the development of towns and villages and the emergence of a strong economy in the 1850's.

Brampton was the first settlement to be granted village status in Peel County, being incorporated in 1853. Streetsville was incorporated as a Village in 1858. In 1872, Bolton became the first settlement in the northern part of Peel to be granted Village status. Two years later, Brampton became the first Town in the County of Peel.

In the century that followed, only two more incorporated municipalities were added to the County structure: the Village of Port Credit (1914) and the Village of Caledon East (1957).

During the early years of this century, Police Villages were created in Ontario. This is how Caledon East first gained "village" status in 1913 and later was granted a separate municipal role. However, other police villages in Peel, such as Caledon, Palgrave, Inglewood and Alton never gained official village status as a municipality.

The original boundaries of the County of Peel, as defined by the Statutes of the Province of Canada, 1851, remained virtually unaltered for over one hundred and twenty years.

Within the County, reorganization did occur, the most evident being the annexation by the Township of Toronto of that part of the Township of Toronto Gore known as Malton. Other changes were:

- 1961 - Port Credit incorporated as a Town (formerly Village)
- 1962 - Streetsville achieved Town status
- 1967 - the Township of Toronto became the Town of Mississauga (Fig. xiv)

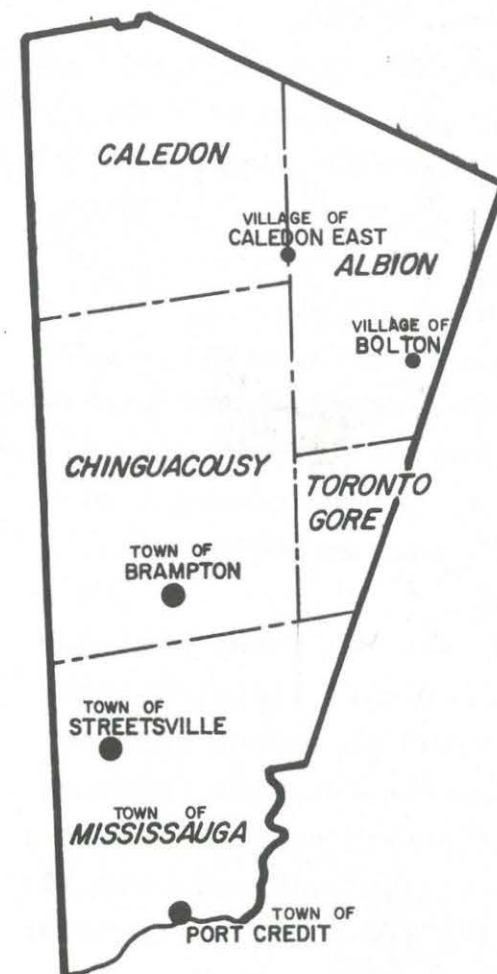


FIG. xiv

COUNTY OF PEEL
1967



FIG. xv

REGIONAL
MUNICIPALITY
OF PEEL
JAN.1, 1974

P-A7662 KC

The County system as defined by Baldwin's 1849 legislation worked well in its ability to respond to an essentially rural population. However, urban and industrial growth in the 20th Century put great pressure on local governments, resulting in a strain on their effectiveness.

It became increasingly evident in the post World War II period that there was a need for local government reorganization. Urban growth did not correspond to the old municipal boundaries and the extent of this development pointed to the need for some kind of regional co-ordination if not an overall Provincial design.

Attempts had been made to create a Metropolitan government in Toronto in 1931. These efforts failed. Finally, in the late 1940's, and early 1950's, Toronto attempted to amalgamate its surrounding suburbs. The response from the Province, came in 1953 in the form of Bill 80 which created Metropolitan Toronto. At first a federation of thirteen municipalities, Metro was re-organized in 1967 into a six-municipality two-tier Metropolitan Government.

In the 1960's, the Provincial government, in a concern for the use of revenue, commissioned the Ontario Committee on Taxation (Smith Report). Concurrently, the former Department of Municipal Affairs was commissioning a series of local government reviews aimed at studying municipal government throughout the Province.

Both of these activities looked at reorganization as a possible solution to the rising costs of government and the need for an efficient system of local government that would be able to cope with growth and development occurring in the Province.

The result of these and other studies led to the formation, in Ontario, of Regional governments. In the area immediately west of Toronto, three such structures were created, namely Peel, Halton and Hamilton-Wentworth.

In 1965, as part of local government reviews in the Province, Thomas J. Plunkett was appointed as a Special Commissioner "to inquire and report on the local government structure of all municipalities in the Counties of Peel and Halton". Plunkett's recommendations were for the restructuring of local government in Peel-Halton based on the establishment of one Urban Community and one Rural Community. The report was unacceptable to "both the Elected Officials in the two Counties and also by the Government of Ontario".⁴

Next, in 1969 the Minister of Municipal Affairs "presented a tentative proposal for the restructuring of Local Government in the Counties of Peel and Halton which provided for a two tier system of Regional Government for the combined two Counties".⁵ In his submission on Municipal Re-Organization to the Ministry of Treasury, Economics and Intergovernment Affairs (Province of Ontario) (1972) L.H. Parsons, Warden, County of Peel remarked:

[The] proposal was considered by both County Councils and also by most local municipalities in the two Counties, and I believe it safe to say that the proposals contained therein were rejected mainly due to the concern of the vastness of the proposed region and the danger of it being too large to govern as a local government without being "remote from the electorate".⁶

As an alternative to both the 1966 (Plunkett) and 1969 (Province) proposals for restructuring, L.H. Parsons, in

4. L.H. Parsons, Warden, County of Peel, Submission on Municipal Re-Organization to the Ministry of Treasury, Economics and Intergovernment Affairs, Province of Ontario, as Approved by the Council of the Corporation of the County of Peel, September 7, 1972, Brampton, Ontario, 1972. p.1

5. *ibid.*, p. 1

6. *ibid.*, p. 1

his 1972 submission stated:

"The Council of the County of Peel is on record as being unanimously in favour of a restructured upper tier local government covering the geographical area of Peel County *only*, with the possible addition of some lands presently in Oakville being included... (Italics added).⁷

Parsons report concluded:

"It is therefore my belief that it is imperative that Peel County Council adopt what it believes is a workable scheme for restructuring and forward it to the Province.... In this regard I believe that the outcome of the studies that have taken place this year clearly conclude that the citizens of the County would be best served by the Province implementing legislation to establish regional government for the above mentioned area."⁸

On June 7th, 1973, the Province submitted to the Legislature, Bill 138, an Act to establish the Regional Municipality of Peel. This Act came into force on January 1st, 1974. (Figure xv)

Under this Act, the County of Peel was replaced by the Regional Municipality of Peel and the ten constituent municipalities of the County were incorporated into the three Area Municipalities of the City of Mississauga, City of Brampton and the Town of Caledon.

Figure xvi illustrates the way in which re-organization in Peel was structured.

7. *ibid.*, p. 3
8. *ibid.*, p. 11

REGION OF PEEL JANUARY 1st 1974

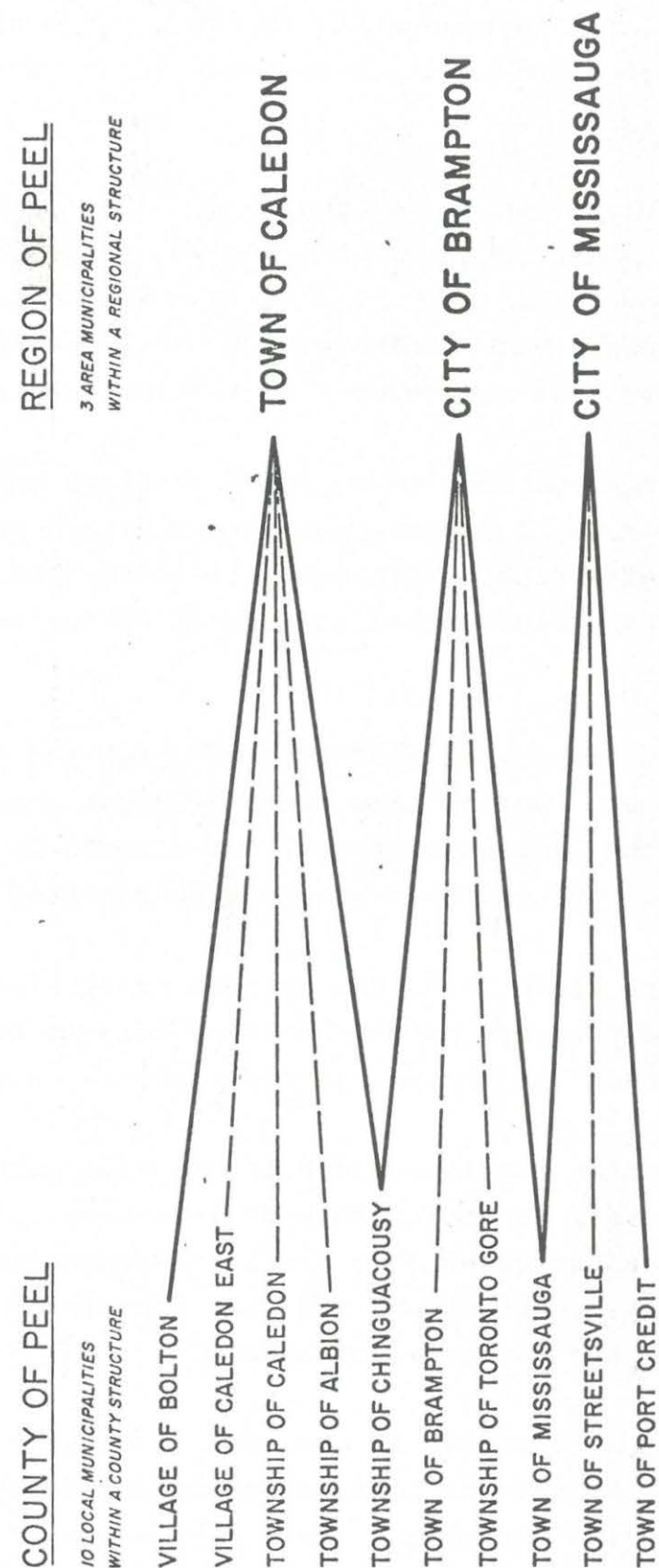


Fig. xvi

PART VII

CONCLUSION

The settlement of Peel, its growth and development, and the evolution of local government to meet the needs of the population is a subject of considerable importance in the preparation of a Regional Plan.

To say that Peel's story is similar to other parts of the Province illustrates the extent to which a modern urbanized and industrialized society has emerged in much of Ontario. Yet to not treat Peel as somewhat unique underestimates the power and influence that has been exerted on this area by its eastern neighbour.

Even in its infancy, Peel's settlement pattern was inextricably tied to the forces of immigration into southern Ontario. Although pioneer communities were relatively isolated from major centres, they very shortly came within the sphere of dominance of a growing Toronto.

Throughout the century of 1850-1950 the push and pull of the "city" was felt by Peel. During this time, although agriculture continued to flourish, the landscape of Peel was altered by the growth and decline of villages and then by the appearance of suburban development.

In the 25 years since 1950, the pattern of settlement has continued to reflect the pressure on Metropolitan Toronto of population growth in Ontario. Peel has become, in some measure, a part of Toronto.

The challenge that the Regional Plan for Peel must accept, is one that has its roots in the history of this area. Peel's role, in the future, must be based on a clear understanding of the kind of growth that has occurred, and its relationship to the municipalities which comprise the Region's neighbours.

The challenge, in reality, is one that recognizes the role that Peel has played in the greater Toronto Region and identifies the Identity, within that overall structure, that Peel wants in the future.

APPENDIX

Appendix I

A GUIDE TO THE PARTICIPANT

(of materials relevant to Peel's settlement history)

The following list of materials should provide residents of Peel with a useful guide to the heritage of the area. It is not an exhaustive account of all the literature available; rather, it points to selective sources which are interesting, informative and readily available.

The list is presented, not in alphabetical order, but in terms of a suggested sequence of reading. It should be noted that the serious student will find this outline rather sketchy and will want to consult the Provincial Archives material as well as the collections in the Mississauga and Brampton libraries.

A. There is probably no better place to begin a study of Peel than the Perkins Bull Collection. Bull's series of books written in the 1930's deal with subjects such as the Church in Peel, military persons, and a history of sporting activities of Peel County. The books listed below, in addition to providing a wealth of information about Peel, give the reader an understanding of Peel's growth in relation to the development of Ontario.

1. From Strachan to Owen: How the Church of England was planted and Tended in British North America. (The Perkins Bull Foundation, George J. McLeod Ltd., Toronto, 1937).
2. Spadunk or From Paganism to Davenport United: A study of Community Development, of the Religious Life around which it centred, and of the Pioneer Personalities which gave shape to both. (The Perkins Bull Foundation, George J. McLeod Ltd., Toronto, 1935).
3. From Brock to Currie: The Military Development and Exploits of Canadian in General and of the Men of Peel in Particular (The Perkins Bull Foundation, George J. McLeod Ltd., Toronto, 1935).

4. From Rattlesnake Hunt to Hockey: The History of Sports in Canada and of the Sportsmen of Peel 1798 to 1934 (the Perkins Bull Foundation, George J. McLeod Limited, Toronto, 1934).
5. From Medicine Man to Medical Man: A Record of a Century and a half of Progress in Health and Sanitation as Exemplified by Developments in Peel. (The Perkins Bull Foundation, George J. McLeod Ltd., Toronto 1934).
6. From Hummingbird to Eagle: An Account of North American Birds which appear or Have Appeared in the County of Peel (The Perkins Bull Foundation, George J. McLeod Ltd., Toronto, 1936).
7. From the Boyne to Brampton: A History of the Orange Movement in Peel. (The Perkins Bull Foundation, George J. McLeod, 1936.)
8. From Macdonell to McGuigan: A History of the Growth of the Roman Catholic Church in Upper Canada. (Perkins Bull Foundation 1939.)
9. From Spring to Autumn: Favourite Wild Flowers found in the meadows and copses of Ontario's Keystone County. (The Perkins Bull Foundation, George J. McLeod, 1937.)
10. The Perkins Bull Collection: Historical paintings by Canadian artists illustrating pioneers and pioneering in The County of Peel. (Printed privately for the founder of the collection at the Town of Brampton in the County of Peel)
11. From Amphibians to Reptiles: Shy swamp-dwellers in study, picture and legend. (The Perkins Bull Foundation, George J. McLeod Ltd., 1938.)
12. M'n N Canadiana: Books by Canadians or about Canadians (printed for private circulation, 1931.)

B. The History of early Ontario should provide a background to further reading by the participant.

An interesting, but general approach to the early times is J. V. Wright's Ontario History: An Eleven-thousand-year Archaeological Outline (National Museum of Man, Ottawa, 1972). This short, illustrated book, could be followed up with Elizabeth Tooker's study of the Huron Indians, entitled An Ethnography of the Huron Indians 1615-1649 (The Huronia Historical Development Council, 1967). Tooker's study is based on the original records of the Jesuit Relations and provides a detailed study of the culture that existed when the white man first appeared in this area.

Percy J. Robinson's early work on Toronto, reprinted by the University of Toronto Press, 1965 (Toronto During The French Regime 1615-1793) is helpful in understanding the period just prior to the opening-up of Peel.

C. A considerable amount of literature exists on early settlement in this area. Some of the more interesting, in addition to Bull's collection, are:

1. John Andre, Infant Toronto as Simcoe's Folly (Toronto: Centennial Press, 1971).
2. G. M. Craig, Upper Canada: The Formative Years 1784-1841 (Toronto: McClelland and Stewart, 1963).
3. Leo Johnson, "Land Policy, Population Growth and Social Structure in the Home District 1793-1851" Ontario Historical Society.
4. The Conservation Reports of the Department of Planning and Development (see below).
5. V. B. Blake and R. Greenhill, Rural Ontario (Toronto: University of Toronto Press, 1969).

6. W. H. Breithaupt, "Dundas Street and Other Early Upper Canadian Roads", Ontario History XXI (1924), ;;5-10.
 7. T. D. Regehr, "Land Ownership in Upper Canada, 1783-1796, Ontario History LV (1963) pp. 35-48.
- D. The early evolution of local government tends to be a difficult subject to follow. However, the following should provide a good understanding of the topic:
1. J. M. S. Careless, The Union of the Canadas (Toronto: McClelland and Stewart, 1967).
 2. K. G. Crawford, Canadian Municipal Government (Toronto: University of Toronto Press, 1954).
(The following articles have been used in writing chapter IV of this report).
 3. G. P. de T. Glazebrook, "The Origins of Local Government" in Aspects of 19th Century Ontario, edited by F. H. Armstrong, H.A. Stevenson, J. D. Wilson, University of Toronto Press, 1974.
 4. Fred Landon, "The Evolution of Local Government in Ontario", Ontario History XLII (1950), pp. 1-6.
 5. George Spragge, "The Districts of Upper Canada, 1788-1849", in Profiles of A Province: Studies in the History of Ontario (Toronto: Ontario Historical Society, 1967).
 6. C. F. J. Whebell, "Robert Baldwin and Decentralization 1841-1849" in Aspects of 19th Century Ontario.

E. Local History and Subjects of Special Interest

The books and articles listed here deal with a variety of topics of interest to the Peel resident. All are written for the enjoyment of the reader, and each person will find a unique experience in these stories:

1. The three historical studies written by V. B. Blake for the Department of Planning and Development provide a wealth of detail on hamlets, villages, mills on the rivers, early pioneers, etc.
 - The Etobicoke Valley Conservation Report (1947)
 - The Humber Valley Conservation Report (1948)
 - The Credit Valley Conservation Report (1956)

These reports are available in local libraries as well as the Metro Toronto and Region and Credit Valley Conservation Authorities.

2. The Boston Mills Press, "a small independent Canadian publishing house dedicated to printing local histories, collectors handbooks and other special appeal books" has produced a series of books on local history in Peel and the surrounding area. These books are quite enjoyable and contain numerous illustrations and photographs of early Peel. The Boston Mills Press address is R.R. #1, Cheltenham, Ontario.

Books in the Credit Valley Series are:

1. James Filby; Credit Valley Railway "The Third Giant", 1974
2. Ralph Beaumont, Cataract and the Forks of the Credit, 1973.
4. Ralph Beaumont and James Filby, The Great Horseshoe Wreck, 1974.
45. Ralph Beaumont, Alton: A Pictorial History, 1974.
41. William E. Cook, Cook's History of Inglewood, 1975.

- #7. Margaret Whiteside, Belfountain and the Tubtown Pioneers, 1975.
- #8. Frank Nells, Cheltenham: A Credit Valley Mill Town, 1975
- #9. William E. Cook, Meadowvale and Churchville - A Comparative History, 1975.
- #10. James Filby, The Road to Boston Mills, 1976.
- #12. A. M. McKittrick, Steam Trains Through Orangeville, 1976.
3. T. H. Graham, A History of the Pioneers of Inglewood (unpublished, 1951). A copy is in the Region of Peel Planning Office.
4. Betty Clarkson, Credit Valley Gateway: The Story of Port Credit (Toronto: University of Toronto Press, 1967).
5. Esther Heyes, The Story of Albion (Bolton Enterprise, Bolton, 1961).
6. George Tavender, From This Year Hence: A History of the Township of Toronto Gore 1818-1967 (Brampton: Charters, 1967).
7. Mary Manning, A History of Streetsville (Streetsville Historical Society).
8. Mississauga News, Series of Articles on the Hamlets and Villages of Peel (May-June-July, 1974).
9. T. F. McIlwraith, The Toronto Grey and Bruce Railway, 1863-1884, Upper Canada Railway Society, Toronto, 1963.
10. Murray Hesp, Bolton School Days (Bolton: Leavens, 1970).
11. Corporation of the City of Brampton, Brampton's 100th Anniversary 1873-1973, Brampton 1973.
12. The Corporation of the County of Peel, A History of Peel County

- to Mark its Centenary as a Separate County 1867-1967, (Nov. 1967.)
13. John Henry Pope, Illustrated Historical Atlas of Peel County Ontario, Port Elgin 1971 (reprint).
 14. Bernice Trimble, "Belfountain" Castles, Caves and Quarries in the Caledon Hills (Frin: Belfountain - Rockside Women's Institute, 1975).
- F. Other Studies
1. David Gagan and Herbert Mays, "Historical Demography and Canadian Social History: Families and Land in Peel County, Ontario", The Canadian Historical Review, VOL. LIV #1, March, 1973.
 2. D. W. Hoffman and N.R. Richards, "Soil Survey Peel County, Ontario", Guelph, Department of Agriculture and Ontario Agricultural College, 1953.
 3. Peter Smith, Hamlets and Villages: Issues and Concerns, Policy Division, Planning Department, Region of Peel, 1976.
 4. Jacob Spelt, Urban Development in South-Central Ontario (Toronto: McClelland and Stewart, 1972).
 5. L.H. Parsons, Warden, County of Peel, Submission on Municipal Re-Organization to the Ministry of Treasury, Economics and Intergovernment Affairs, Province of Ontario, as Approved by the Council of the Corporation of the County of Peel, September 7, 1972, Brampton, Ontario, 1972.

Appendix II

A GUIDE TO THE PARTICIPANT

(of Local Resources relevant to Peel's settlement history).

Many hundreds of Peel residents are interested and involved in local history. Conservation of Heritage resources has been achieved largely through the efforts and initiatives of citizens, with the main stimulus being provided by local Historical Societies.

This short section of the settlement history is intended to direct interested persons to the people and places that are making contributions to the development of a knowledge and appreciation of past eras. In addition, it is the Planning Department's acknowledgement of those local resources that have either directly or indirectly assisted staff in the recognition that planning cannot ignore the traditions of a community.

- 1) Peel County Museum and Art Gallery
7 Wellington Street, Brampton. (Curator - Mr. W. Barber 451-9051)

A number of projects are currently being undertaken including the collection, storage, cataloguing and display of artifacts, art and archival material. These materials deal with Peel's historic, natural, geographic and ethnic background. An educational programme dealing with art and local history to meet the needs of students to university levels has been developed. Displays of art and artifacts throughout the Region and assistance to groups and individuals in the writing of local history are also areas of involvement.

- 2) The Mississauga Library has an extensive local history collection. For information call, Mr. Albert Spratt 279-7002, Mississauga Central Library, 110 Dundas Street West.

- 3) Brampton Public Library - Chinguacousy Branch, Civic Centre - Bramalea (Archevist - Gerry Fulton 457-9612).

The Brampton Library has undertaken a very active programme of acquisition, organising and cross indexing of historical materials including directories, census tracts, assessment rolls, original newspaper

lippings, births/death/marriage certificates, etc. Future plans include facilities for safe storage and climatic control of documents.

4) Century Homes - Brampton

Mr. Jack Campbell,
c/o Brampton Daily Times,
33 Queen Street,
Brampton, Ontario 451-2020

This inventory of 100 year old houses in Brampton was completed as a Centennial Project in 1967.

5) For general information regarding Local Architectural Conservation Advisory Committees contact Mr. Russell Cooper, 56 Main St., Brampton - 451-1316.

L.A.C.A.C. (as these committees are popularly known) are functioning now. For information, please call:

Mississauga	- Joan Halloren	279-7600
	Mary Manning	826-1754
Brampton	- Bill Barber	451-9051
	Greg Ross	451-4110
Caledon	- Alex Raeburn	927-5068
	Heather Broadbent	857-1513

L.A.C.A.C's are composed of citizen members interested in the conservation of Ontario's Heritage resources and are presently organising the structure and format required to implement this function.

6) For those seeking specific archival information or otherwise engaged in the serious study of history, Mr. W. Barber, 451-9051 will give assistance regarding the appropriate locations and resources.

7) For information concerning archaeology, the Ministry of Culture and Recreation Historic Planning Branch, have a field worker available to inspect and advise on archaeological sites. This Ministry is responsible for the provisions of the Heritage Act and can provide expert resources and information. Contact Miss Roberta O'Brien 965-4490.

The Dufferin Peel Roman Catholic Separate School Board through the Special Services Division are offering elementary school students an opportunity to conduct an archaeological dig in the summer of 1977. For further information, contact Mr. Gino Ferri - 270-4630 Ext. 29.

Local Historical Societies

- 1) Toronto Township Historical Foundation - Mr. David Hall, President 274-3176.
- 2) Albion-Bolton Historical Society - Mr. H. R. Egen, President 857-1513
- 3) Ontario Aviation Historical Society - Donald Fisher - 457-2773
- 4) Ontario Rail Association - Brian West - 828-0303
- 5) Peel County Historical Society - Mr. A. G. Clarkson - 826-3714
- 6) Streetsville Historical Society - Mrs. Norma Lynnes - 826-1540
- 7) Mississauga South Historical Society - Mr. George Eley - 278-3847

Resources outside the Region

- 1) Peel-Halton Branch, Ontario Genealogical Society, Oakville
Mrs. S. Murray, 845-7449.
- 2) Ontario Agricultural Museum, Milton
Mr. Bob Carbert, 878-8151
- 3) Ontario Historical Society, Toronto 536-1353
- 4) Heritage Canada - P.O. Box 1358, Station "B", Ottawa

In addition, some 23 Women's Institutes throughout the Region have, in their possession, artifacts, reference books and similar material which the student of history will find informative. Each of the Women's Institutes sponsors a Lady Tweedsmuir local history.

Much of this information concerns prominent families, agricultural families etc.. Residents interested in these matters, and matters concerning church historical records may be able to contact Lady Tweedsmuir local history curators through Mr. W. Barber (Peel County Museum and Art Gallery) 451-9051.

Finally, the Credit Valley Conservation Authority (Mrs. Joan Rollings, 451-1615) and the Metro Conservation Authority (Mrs. Allison Deans, 661-6600) have material and a limited reference library. The public have access to this material by appointment only.

